

FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

Appendices / Annexes

FIM Road Racing Endurance World Championship and Cup Regulations

2009

Règlements FIM du Championnat et de la Coupe du Monde d'Endurance de Courses sur Route



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Règlements FIM du Championnat et de la Coupe du Monde d'Endurance de Courses sur Route



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Articles amended as from 01.01.2009 are in bold type Les articles modifiés dès le 01.10.2009 sont en caractères gras

ÉDITION 2009

FIM WORLD CHAMPIONSHIP AND CUP ENDURANCE REGULATIONS

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General Undertakings and Conditions

All riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the Road Racing FIM World Championship and Cup Endurance (hereinafter referred to "Championship and Cup") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

- 1. SPORTING REGULATIONS
- 2. TECHNICAL REGULATIONS
- 3. DISCIPLINARY AND ARBITRATION CODE
- 4. CIRCUIT STANDARDS
- 5. MEDICAL CODE ANTIDOPING CODE

as supplemented and amended from time to time.

All the persons mentioned above may be penalised in accordance with the provisions of the Road Racing FIM World Championship and Cup Endurance Regulations (hereinafter referred to "Regulations").

Whilst these Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

ANTIDOPING CODE

All the persons concerned must at all times observe the FIM Anti-Doping Code and may be penalised accordingly.

SUPPLEMENTARY REGULATIONS

In special circumstances, the FIM may allow the organiser of individual event to mention in the Supplementary Regulations particular provisions not included in or different from the current Regulations.

1. SPORTING REGULATIONS

1.1 INTRODUCTION

- **1.1.1** A series of motorcycle races counting toward the FIM Road Racing World Championship and FIM World Cup Endurance for Teams and Constructors will be organised.
- **1.1.2** Official documents relating to a meeting must conform to article 100.5 of the FIM Sporting Code.

1.2 EVENTS

1.2.1 The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the International Jury during that period.

- **1.2.2** Events must be staged on race circuits that have been approved by the FIM for the Championship.
- **1.2.3** Events must not include any other races except for support races approved by the FIM which may not alter the event schedule (1.11).
- **1.2.4** Any activity involving **4 wheels racing** vehicular use of the track during the event, including "demonstrations", displays or the suchlike must receive prior approval **from FIM**.
- **1.2.5** Organisers will be nominated by the FIM.
- **1.2.6** The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

- **1.2.7** The organiser shall obtain insurance for third party liability according to article 110.1.1 of the FIM Sporting Code.
- **1.2.8** At least 90 days prior to the Event, the Organisers of the event must submit the following information to the FIM:
 - a Confirmation of the name and address of the Organisers, including telephone and facsimile numbers for correspondence.
 - b The date and place of the Event.
 - c A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
 - d The location at the circuit of the teams and riders information centre and the official notice board.
 - e The name and address of the company providing the third party liability insurance cover and the number of the policy.
 - f Name and address of FMNR.
 - g The name of the Clerk of the Course (with FIM Clerk of the Course licence).
 - h The name, address and telephone number of the Chief Medical Officer.
 - i The name, address and telephone number of the hospitals designated for the event.
 - j- The Supplementary Regulations for the event in English and French (see appendix).
- **1.2.9** At least 60 days before the Event, the FIM will publish the above information and post it to all permanent teams with an entry for the Event.

1.3 THE PADDOCK

- **1.3.1** The Paddock, pit boxes and all other facilities must be available to teams at least on the day prior to the first practice day and remain available to competitors for at least one day after the event.
- **1.3.2** Access must be available for teams arriving to set up between the hours of 08:00 and 20:30.
- **1.3.3** At all times that the Paddock is occupied there must be 24 hour attendance at the gates providing vehicular access to the circuit and paddock.
- **1.3.4** At all times that the Paddock is occupied there must be a basic medical service and fire fighting service in the circuit.

A fire truck must be provided with the following minimum characteristics: tank capacity 4 cubic meters; pressure: 40 kg/cm² (high), 12 kg/cm² (low); water rate 300 - 400 litres/minute.

1.3.5 Full security must be supplied to the Paddock area from at least midnight of the day prior to the first practice day until midnight of the day after the event.

1.4 OFFICIALS

- **1.4.1** All the following officials must be present and available at the time necessary to ensure smooth and efficient running of the Event.
- **1.4.2** Refer to article 40 of the FIM Sporting Code.
- **1.4.3** The following officials will be appointed for individual events to perform supervisory and executive roles.

A) Officials appointed by the FIM

 The President and two members of the International Jury (with FIM Sporting Steward licence). They are responsible for ensuring that the event is conducted according to the Regulations.

The International Jury President is responsible for the supervision of all aspects of safety

2) The FIM Technical Director;

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

B) Officials appointed by the FMNR/Organiser.

- 3) Clerk of the Course; responsible for:
 - a Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
 - b Ensuring that all officials and services are in place.

The stationing of all track personnel and equipment (i.e. marshals, doctors, ambulances, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm ups.

The Jury President, the Clerk of the Course and the Chief Medical Officer will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the all practice sessions and warm ups.

During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the Jury President.

- c Taking decisions to ensure the smooth and efficient running of the event.
- d Ensuring that the event is run within the Regulations.
- e Notification of protests to the International Jury.
- f The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the International Jury to modify the timetable in accordance with the Sporting Regulations.
- g The use of the Safety Car.

- h The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- i The starting procedure.
- j The use of medical cars/fast interventions vehicles.
- k Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the International Jury.
- 4) Secretaries Responsible for:
 - a During the event effecting communications between the various officials.
 - b Providing secretarial support for the International Jury.
- 5) Other Officials ;

The Chief Technical Steward must be holder of the FIM Technical Steward licence.

1.4.4 All communications between Officials appointed by the FMNR/Organiser must be made via the relevant FIM Officials.

1.5 INTERNATIONAL JURY

- **1.5.1** Refer to article 50.1 of the FIM Sporting Code.
- **1.5.2** The International Jury will meet at any time required during the event, but at least:
 - a Prior to the first practice session.
 - b At the end of each practice day.
 - c At the end of the event.

1.5.3 The duties of the International Jury are:

a - To amend the Supplementary Regulations if necessary.

b - To take decision as provided in the Regulations.

- c To ensure the smooth and efficient running of the event.
- d To receive reports from the various Officials concerning scrutineering, practice and races.
- e To confirm the practices and races results.
- f To make recommendations to the organiser to improve the smooth and efficient running of the event.
- g To impose penalties for any infringements of the Regulations occurring during the event.
- h To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- i To adjudicate on any protest relating to infringements of the Regulations occurring during the event.

No protest may be lodged against a **decision** of the International Jury entailing or not:

- a Stop & Go
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane.

No protest may be lodged against a **decision** of the International Jury based on a photo finish.

1.6 THE CALENDAR

1.6.1 The calendar of races counting for the Championship will be, in principle, published by no later than 31st October of the preceding year.

1.7 MOTORCYCLES

1.7.1 Classes

The class admitted for the FIM World Championship is FORMULA EWC: As defined under Article 2.6 The class admitted for the FIM World Cup is SUPERSTOCK: As defined under Article 2.7

The organiser may allow another class to enter.

The technical specifications for this class must be indicated in the Supplementary Regulations. The teams of this class will not be classified and will not receive the prizes and allocations.

During the scrutineering preceding the 1st official practice session, the team managers must sign a declaration confirming the class in which their motorcycle is entered. No change of class will be admitted after the signing of this document.

A team is authorised to present during the technical scrutineering several machines of the same class only.

1.7.2 Lighting and signalling

Only for races taking place partly at night:

Two retro-reflective armbands of a plastic material with an efficient fastener, supplied by the organisers, must be compulsorily worn by the riders at any time during the practices, warm-up and race.

Furthermore, the organiser must provide a bracelet in the same colour as the armband.

Helmets should be fitted with self-adhesive retro-reflective surface on the back and sides, one of 25 cm^2 in red colour, and the other also of 25 cm^2 in white colour.

All the lights of the motorcycles must be switched on upon the request of the Clerk of the Course. The instructions will be communicated by means of a board (100 cm horizontal X 80 cm vertical – black background – word: "LIGHT" in yellow) . The lights must stay on until the riders are allowed to switch them off. The instructions will be communicated by means of the same board crossed out.

The electrical equipment of the motorcycles must be in conformity with Art. 2.3.11.

The motorcycles must be fitted with number plates in conformity with Art. 2.3.12. The figures must strictly be luminous

1.7.3 Means of propulsion

A motorcycle can only be propelled by its own motive power, the muscular effort of its rider and by the natural forces of gravity.

1.8 ELIGIBLE COMPETITORS

1.8.1 Licences

Teams must hold a valid licence. The teams will be entered and classified under the name mentioned on their licence.

Riders must hold a valid licence.

Constructors must be in possession of the appropriate "FIM Manufacturer Licence".

1.8.2 Entries

All entries must be made in writing on an entry form on which all information regarding the rider, team, sponsor and make of the machine must be indicated.

The entry form must be printed in the official languages of the FIM and shall mention Art. 60.5 of the Sporting Code.

The entry form must be signed by the team manager and must be approved by the team's FMN.

Riders must have a permission to take part in the event delivered by their FMN.

Entries must be received one month in advance, but, in the case of "force majeure", may be modified up until the scrutineering.

1.8.3 Composition of the teams

Each motorcycle is ridden by a team made up of 2 or 3 riders.

For events of 12H or less or of 1800 km or less, a reserve rider will be admitted only for the teams made up of 2 riders.

For events of more than 12H or of more than 1800 km, a reserve rider will be admitted.

The composition of the team must be communicated by the entrants according to the procedure in force. The definitive composition of each team will be confirmed within one hour following the warm up on the race day by means of the form provided by the organiser to all the teams. On this form, as well as the composition of the team, the team manager must also mention the name of the rider who will start the race.

A compulsory briefing for all riders who are participating for the first time in the current Championship or in the Cup will be organised before the beginning of the 1st official practice session.

A compulsory briefing for all the team managers will be held before the start of the race.

The date, time and place of these two briefings will be indicated in the Supplementary Regulations.

Failure to attend the briefing in full will result in the disqualification of the rider or the team.

The licenses of the riders and teams will be checked.

A waiver may be granted by the Jury President.

The organiser is not allowed to impose any kind of fee for any change of the composition of the team, at any time.

1.8.4 Age of the riders

Licenses for riders are issued only when the age of 18 years has been attained. The limit for the minimum age starts on the date of the rider's birthday.

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 55.

1.8.5 Contracted teams

- 1.8.5.1 30 days before each event, the FIM will publish a list of contracted teams. This list can be updated until the day preceding the 1st session of the official practice.
- **1.8.5.2** Each contracted team commits itself to competing in all the remaining events of the Championship (Suzuka 8H excepted).

If a team withdraws from additional events in the Championship for any reason, it must propose to the FIM a replacement team for remaining rounds of the Championship. The replacement team cannot be a former contracted team of the current year. If unable to do so, that team will not be selected as contracted team for the next year's Championship or Cup.

1.8.6 Acceptance

- Before the 1st event of the Championship:
 - The contracted teams;
 - The teams having obtained points in the Championship of the previous year;
 - The teams having obtained points in the Cup of the previous year;
 - Other teams.
- After the 1st event of the Championship:
 - The contracted teams;
 - The teams having obtained points in the Championship of the current year at the closing date of entries;
 - The teams having obtained points in the Cup of the current year at the closing date of entries;
 - Other teams.

1.8.7 Entry fee

Except for the contracted teams, an entry fee may be made obligatory for each team.

Should this be the case:

- the maximum amount is fixed at €uros 800.– per team
- it must be paid to the organisers 30 days at the latest before the race

1.8.8 Non-participation in an event

Any rider who enters an event must inform the organiser if, subsequently, he decides not to participate in the event. A rider who has submitted an entry form and fails to participate will be reported by the International Jury to the FIM, who will impose the following penalties:

- First offence: fine of USD 200.-
- Subsequent offences in the same season: Suspension from the next event counting towards the Championship and Cup.

Upon receipt of the International Jury's report, the FIM Executive Secretariat will send a letter to the rider's FMN asking the reasons for the non-participation; a reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

An exclusion could also be pronounced against a rider who takes part in another event on the same day.

1.8.9 Withdrawal from an event

A team may withdraw from an event which has already started, due to injury, irreparable damage to the motorcycle(s) or in case of "Force Majeure". Withdrawal shall be approved by the International Jury.

1.8.10 Participation in an event

A team shall be deemed to have taken part in the event when he participates in, at least, one practice session.

1.8.11 Participation in the race

A team shall be deemed to have started a race when he participates in, at least, the first lap of the race.

1.9 STARTING NUMBERS

The contracted teams will have a permanent number. The organisers will allocate the numbers to the other teams.

1.10 REQUIREMENTS FOR EVENTS TAKING PLACE PARTLY AT NIGHT

For races taking place partly at night, the following conditions must be fulfilled:

- Red lights (minimum diameter 15 cm) will be put in place. Their number and location will be fixed during the homologation. These lights will be controlled by the Race Control Post and will give the Clerk of the Course the possibility of immediately informing the competitors of the stopping of the practice or the race.
- Flag Marshals should be in possession of retro-reflective boards according to Article 029.8.3 of the FIM Standards for Road Racing Circuits (SRRC). Moreover, the track Marshals should be equipped with retro-reflective shoulder-belts.
- Each circuit organising night events should be equipped with light signals fixed to each Marshal's post. These signals should be controlled by the post on which it depends and by the next post.

- Each Marshal's post situated in an unlit area should be equipped with a minimum of two very powerful independent torch lights.
- The track should be marked out in an efficient manner on the corners (on the inside and outside of the corner).

1.11 SCHEDULE

1.11.1 Practice schedule

Participation in this practice is only possible if the machine has passed the scrutineering.

When necessary, the number of entered teams will be split into two equal practice groups. Official practice will start at the earliest 2 hours after the end of the scrutineering.

Practice takes place during the 2 or 3 days preceding the race. The order number of the riders 1 - 2 - 3 - R, in the same team, is the one mentioned on the entry form.

The change of team or the change of the order of riders in the same team will not be authorised from 1 hour after the end of the last free practice session up to the end of the last qualifying practice session.

Each rider will receive a bracelet which will be provided and fitted by the organiser. This bracelet, of the same colour as the armband, will bear the rider's order number in the team (1-2-3) or the letter "R" (reserve). This bracelet can only be changed by the organiser.

During official practice, only one machine of each team can be on the track.

During one of the free practice sessions, a neutralisation test with the SAFETY CARS must be organised.

1. Races taking place in the daytime only

The minimum practice must take place as follows:

1.1 <u>1st day</u>

- Scrutineering and administrative controls
- free practice (1 hour)

1.2 2nd day

- free practice (40 minutes)
- interval (2 hours)

1st qualifying practice session

- riders' group 1 (20 minutes)
- interval (10 minutes)
- riders' group 2 (20 minutes)
- interval (10 minutes)
- riders' group 3 (20 minutes)
- if necessary, interval (10 minutes)
- if necessary, reserve riders' group (20 minutes)
- interval (2 hours)

2nd qualifying practice session

- riders' group 1 (20 minutes)
- interval (10 minutes)
- riders' group 2 (20 minutes)
- interval (10 minutes)
- riders' group 3 (20 minutes)
- if necessary, interval (10 minutes)
- if necessary, reserve riders' group (20 minutes)
- interval (2 hours)

In case the Superpole stage cannot take place, an additional free practice of 50 minutes maximum will be organised and open to all the teams.

"Superpole" stage

- Free practice for 10 Superpole teams (25 minutes)
- Superpole for 10 teams

2. Races taking place partly at night

The minimum practice must take place as follows:

1st day: Scrutineering and administrative controls

| <u>2nd day:</u> | | |
|---|----------|-------------|
| Free practice: | | 1 hour |
| Interval: | | 1 hour |
| Free practice: | | 1 hour |
| Interval: | | 2 hours |
| 1st qualifying practice session (Riders 1): | | 30 minutes |
| Interval: | | 10 minutes |
| 1 st qualifying practice session (Riders 2): | | 30 minutes |
| Interval: | | 10 minutes |
| 1 st qualifying practice session (Riders 3): | | 30 minutes |
| if necessary, Interval: | | 10 minutes, |
| if necessary, 1st qualifying practice session (Re | serves): | 30 minutes |
| Interval: | | 2 hours |
| Night practice | minimum | 1 hour |

The organisers must arrange that there are no noisy events after midnight the day preceding the race day.

3rd Day:

| In case the Superpole stage cannot take place, an ad | ditional free practice |
|---|------------------------|
| Interval: | 2 heures |
| if necessary, 2 nd qualifying practice session (Reserves): | 30 minutes |
| if necessary, Interval: | 10 minutes |
| 2 nd qualifying practice session (Riders 3): | 30 minutes |
| Interval: | 10 minutes |
| 2 nd qualifying practice session (Riders 2): | 30 minutes |
| Interval: | 10 minutes |
| 2 nd qualifying practice session (Riders 1): | 30 minutes |
| | |

of 50 minutes maximum will be organised and open to all the teams.

| Free practice for the 10 Superpole teams | 25 minutes |
|--|------------|
| Interval: | 10 minutes |
| Superpole for 10 teams | |

1.11.2 Warm up

The organiser must schedule 45 minutes minimum of warm up before the start of the race reserved for the qualified teams. The time must be indicated in the Supplementary Regulations.

An interval of two hours minimum must be respected between the end of the warm up and the start of the race.

1.11.3 Change of schedule

The above schedule can only be varied as follows:

- i) Prior to the event by the FIM:
- During the event by the International Jury. ii)

All the riders and teams shall be immediately and in writing informed of any schedule change.

1 12 TECHNICAL CONTROL - MEDICAL CONTROL -DOPING CONTROL

1 12 1 All motorcycles should be checked by the Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule.

> Teams may present more than one motorcycle for Technical Control which will be specially identified by the Technical Controllers.

> Unless a waiver is granted by the International Jury, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

- 1.12.2 The procedure for Technical Control is described in the Technical Regulations, articles 2.12 and 2.13. The procedure for Medical Control is described in the FIM Medical Code
- 1.12.3 Any rider to be tested for doping control must report to the doping control room in the Medical Centre with sufficient identification within one hour of notification.

One associate may accompany the rider.

1.13 PRACTICE SESSIONS

1.13.1 Practice restriction

In the six days prior to the race day, if supplementary practices other than official practices of another race taking place during the same event are organised, they must be open to all the entered riders and if a charge is made, it shall be no greater than USD 80.- per rider for the day. The information concerning the supplementary practices must be mentioned in the Supplementary Regulations.

1.13.2 Practice Sessions (warm-up inclusive)

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's times will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag, riders may complete one additional lap prior to entering the pits
- iv) If practice is interrupted due to an incident or any other reason then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane at the moment the red flags were displayed.
- After practice has started, the conditions of the racing surface of the circuit should not be altered except on instruction from the Jury President and the Clerk of the Course in response to a localised change in conditions.

1.13.3 Lap time

All laps of the riders will be timed.

1.13.4 Results of qualifying practice

The results will be based on the fastest time recorded by the riders in all qualifying practices.

In the case where all qualifying practices have been cancelled, the results will be based on the fastest time recorded by the riders in all free practices.

In the event of a tie, riders' second and subsequent best times will be taken into account.

Classification of the qualifying practice will be drawn up, for each group of riders (1 - 2 - 3 - Reserves).

1.13.5 Qualification for the race

To qualify for the race, a rider must have completed, during practice, the minimum number of laps laid down in the Supplementary Regulations.

He must also achieve a time at least equal to the average of the three best times of his group plus 15 % in at least one qualifying session. Qualifying time is identical for all classes.

A machine can start when the team is composed of two or three riders who are qualified as mentioned above.

1.13.6 Superpole or Special Stage session

The Supplementary regulations must mention if a Superpole stage (1 rider per team) or a "Special Stage" (2 riders at least per team) will be organised. In case of "Special Stage", The Supplementary regulations of the event will clarify the rules and conditions to be applied.

1.13.6.1 Participants for a Superpole session

The first 10 teams of the qualifying practice results of the Formula EWC and Superstock classes must take part in the "Superpole" except for reasons of force majeure approved by the International Jury.

The choice of the rider who will take part in the Superpole will be communicated to the Jury by the team manager within the hour following the end of the qualifying practices.

A provisional starting list as well as a list of participants in the Superpole will be established during the Jury meeting following the last qualifying practice session.

If before the Superpole a team, classified in the first 10 of the qualifying practice results, cannot take part in the Superpole the 11th placed team must take his place and so on in order to have a list of 10 teams for the Superpole.

1.13.6.2 Conditions for a Superpole session

The Superpole can be run only on dry conditions.

No later than 5 minutes before the start of the free practices preceding the "Superpole", the Clerk of the Course, will confirm that the "Superpole" will be run on dry conditions.

If the Clerk of the Course decides the track conditions cannot allow to run a Superpole, a 50 minutes free practice session opened to all the teams will be organised.

1.13.6.2 Procedure for a Superpole session

- 1) Each rider will carry out 3 laps of the circuit (one warm up lap one time lap one slow down lap).
- 2) The riders will start one by one, from the end of the pit lane, under the authority of the starter or his assistant.
- 3) The starting order of the riders will be the opposite of the practice results (i.e. the 10th will start first, etc.).
- 4) Approximately 2 minutes before the start of each rider, a board indicating his race number will be displayed together with a "2 minutes" board at the starting area and halfway the pit-lane. A countdown will be displayed on the monitors of the official timekeepers.
- 5) 30 seconds before the start of each rider, a board indicating his race number will be displayed together with a "30 seconds" board at the starting area and halfway the pit-lane. The countdown will be adjusted on the monitors of the official timekeepers.
- 6) The starter or his assistant will give the start to the first rider at the time scheduled and then to each following rider 30 seconds after the previous rider has started his timed lap.
- Any rider presenting himself late will be given a Stop and Go during the race.
 After 1 minute, the pit-lane will be closed with the red flag and red light for the late rider. In this case, the provision of article 1.13.6.5 (Superpole results) will apply.
- It is compulsory for a rider to return to the pit lane, once he has accomplished his 3rd lap;

- 9) If the procedure has to be interrupted for any reason other than rain, the pit lane exit will be closed (red flag + red light) and the red flag will be displayed at all observation posts. A minimum interval of 8 minutes has to be observed between the interruption and the restart of the procedure.
- 10) At the conclusion of each rider's "Superpole", machines have to be presented directly to scrutineering for verification.

1.13.6.4 Interruption

If the "Superpole", has to be interrupted because the track becomes wet, the best time obtained by each rider who has already taken part in the "Superpole" will be cancelled. The teams will therefore be be placed according to the qualifying practice results (see art. 1.14).

1.13.6.5 Superpole results

Procedure to be followed:

- The results will be established according to the time lap recorded by the riders.
 In the event of a tie, the qualifying practices results will be taken into account;
- 2) In the event of a rider falls during the time lap or has not participated in the Superpole for reasons of force majeure (1.13.6.1), he will be included at the end of the Superpole results established according to point 1 above. If there are more than one rider in the same situation, the qualifying practices results will be taken into account to dissociate them and the above mentioned procedure will be adapted accordingly.

1.14 STARTING GRID

The Supplementary Regulations of the event shall mention:

- the total number of teams admitted to the start (maximum: as per the circuit homologation report);
- the number of teams qualified for the race;
- possibly, the number of additional teams recommended by the Organiser (maximum 4);

In case the Superpole could not be run, the positions on the grid will be based on the qualifying practices results.

During the Jury meeting following the "Superpole" or the "Special Stage", a provisional starting grid will be established in accordance with the following priorities:

- 1) the teams mentioned in the "Superpole" or "Special Stage" results. They will be placed according to the results;
- 2) the teams not mentioned on the final list of the participants for the "Superpole" or "Special Stage". They will be placed according to the qualifying practice results.

The provisional starting grid will include the number of teams qualified for the race. Except for the Superpole or "Special Stage" participants, It will be based on the average of the best time of the qualifying results of the riders (reserve rider not included) of the teams.

If the total number of qualified teams is superior to the number of teams qualified for the race (Supplementary Regulations), the priority will be given to the **Formula EWC, Superstock and then Open class** teams.

Then, the provisional starting grid will be completed by adding the additional teams recommended by the Organiser with the agreement of the International Jury. For these teams, Art. 1.13.5 also applies.

The definitive starting grid will be published one hour after the end of the warmup. Teams will keep the same position as on the provisional starting grid.

1.15 RACES

1.15.1 Admission to the start

Only machines, whose engines and frames have been marked by the technical staff, will be admitted to start.

1.15.2 Duration or distance

1. Specific duration: the race must last a minimum of 6 hours and a maximum of 24 hours.

Or

2. Specific distance: the race distance must not be less than 1000 km and must not be more than 3600 km.

1.15.3 Driving time and rest period

The driving time starts when the rider leaves his pit box lasting until he stops at his pit box again.

The rest period of a rider starts when the rider who takes over from him leaves the pit box lasting until he again leaves his pit box taking over from another rider. When a rider makes a pit stop, it is not compulsory that another rider takes over from him.

The order in which the riders drive is free.

No rider is allowed to ride for more than three consecutive hours.

- The rest period subsequent to each driving time must be at least:
- half of the driving time for a race of 12H or less or of 1800 km or less;
- two thirds of the driving time for a race of more than 12H or of more than 1800 km.

If the rest period is not respected, a PIT STOP board (50 cm horizontal X 100 cm vertical) with the race number of the motorcycle will be shown to the rider only after notification has been made to his team. The rider will have to stop at his pit and his motorcycle has to stay there for a time equal to the non-respected rest time and no work can be carried out on the machine.

Failure by the relevant rider to stop, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the pit stop before the end of the race, the relevant team will be inflicted with a time penalty equal to the non-respected rest time.

A switch of riders can only take place in the pit which has been allocated to the team.

1.15.4 Procedure to follow after a fall which requires the evacuation to the medical centre

In the case of a rider must be evacuated to the medical centre. He will be allowed, with the approval of Chief Medical Officer, to return to his machine. He must at all times be accompanied by an official.

1.15.5 Penalties during a race

If penalties are inflicted upon a rider during a race, they must rapidly be communicated to the person responsible for the team in question.

1.15.6 Pit stops

No open fire in the pit boxes is allowed at any time.

Only the team staff holding the appropriate credentials is permitted in the working area in front of their pit box immediately before working on the motorcycle. They must leave the pit-lane as soon as the work is finished. Apart from that time, the team staff cannot stay in the pit lane.

The use of (an) extra lighting device(s) to illuminate the working area in front of the pit box is permitted. This device must be strongly fixed to the wall at a minimum height of 2 metres. The lighting devices composed of a mobile stand placed on the ground are not allowed.



When a pit stop has to be made, it is compulsory to stop the engine. It can be started up, for a short while, for testing and adjustment. The headlights must also be switched off until the motorcycle leaves its box.

In the working area in front of the pit box, during the pit stop, only 4 clearly identified and accredited persons are permitted to work directly on the machine. If the rider takes part in the work, he will be included in these 4 persons. In case of loss or dysfunction of the transponder, an official is authorised to carry out the change.

When the work on the machine is carried out inside the pit box, the number of persons working on the motorcycle is not limited.

Throughout the race, refuelling (petrol) and all other interventions can only be carried out at the pit allocated to the team.

Before refuelling (petrol), the machine must be put on a stand.

Refuelling (petrol) must take place after all mechanical interventions on the machine are finished, before the rider tries to restart the machine.

During refuelling (petrol), the use of tyre warmers is not allowed and any person standing less than 1 m away from the motorcycle must wear an overall impregnated with a chemical combustion inhibitor.

After refuelling any mechanical intervention on the machine must be carried out only inside the box allocated to the team.

In order to leave the pit again, once the driver is on his machine, 2 persons are allowed to push the machine. Alternatively, the rider can use the machine's starter. The use of an additional battery is forbidden. The use of a self-contained starting device is permitted.

A maximum of 60 litres of petrol is permitted in the pit.

From the beginning of the official practices, each team must appoint one person for fire safety. This person must be equipped with a reliable extinguisher for fuel fires and is strictly obliged to be present at all refuelling (petrol) operations. All personnel concerned by the refuelling (petrol) including the person responsible for the fire extinguisher must wear eye protection and suitable fire retardant clothing. This procedure is applicable during the practices and the race.

All "active" tyre warmers on wheels (not mounted on the bike) must be at least 50 cm above ground level. Any fuel manipulation must take place at a minimum of 5 metres from the tyre warmers or from any source of elements that could start a fire.

The person in charge of the Technical Stewards can demand the demarcation on the ground of these 5 m (adhesive tape, paint .etc.).

Any breach of this article will be sanctioned with a Stop & Go.

1.15.7 Stops on the track

In case of a breakdown on the track, the rider must immediately move his motorcycle, in such a way, that it does not hinder the other riders. He may proceed to make a repair with the means at his disposal.

If he wants to take his motorcycle back to the pit, he must push it in the direction of the race, without any outside help, and by keeping to the verge of the track.

For quicker access to the pits, organisers may authorise the riders to take short cuts. However, these short cuts, if any, must be indicated in the Supplementary Regulations.

In case of a breakdown in front of the pits, the rider may, under surveillance of a Marshal, return by the pit exit lane, engine stopped. He must push his machine in the opposite direction until he reaches his pit.

The rider pushing his motorcycle in the pit lane can be helped by two mechanics.

1.15.8 Changing of motorcycle parts

During the practices, all defective parts may be replaced including the complete engine.

During the race, all defective parts may be replaced with the exception of the frame-and engine case.

1.15.9 Neutralisation of a race

If, during a race, an incident (climatic conditions or any other cause) puts safety at risk and renders impossible the normal progress of the competition, the Clerk of the Course may decide to neutralise it.

In this case, two special vehicles visibly bearing the words "SAFETY CAR", on the side and the rear, equipped with two red revolving lights and two yellow revolving lights on the top of each car, will be introduced onto the track. They will go at an identical speed, in order to always keep the same distance between them. Immediately after they enter the track, the pit lane exit will be closed (red lights and red flag).

During the neutralisation, a white retro-reflective board (70 cm horizontal X 50 cm vertical) with the words "SAFETY CARS" in red letters will be placed on the start line to inform the riders.

When these vehicles are introduced onto the track, they will light up their red revolving lights on an order from the Clerk of the Course. From this moment, the red flags with a diagonal white cross will be displayed at the flag marshal posts, and all riders who catch up the "SAFETY CARS" will line up in single file behind them, without overtaking them.

During the neutralisation of a race, the machines may stop at the pits.

After stopping at the pits, riders must line up in a single file at the pit lane exit and may only rejoin the track when the green light situated there is turned on. It will be turned on for a 10-second period, 10 seconds after a SAFETY CAR has passed the red light. The pit lane exit will then be closed once again (red light). The riders who have not left the pit lane will have to wait for the next group.

Each SAFETY CAR should be in a different colour.

When the Clerk of the Course decides to call in the "SAFETY CARS", they must first effect a full lap of the circuit, with their red and yellow revolving lights on, but overtaking remains forbidden until the "SAFETY CARS" leave the track to come back to their post. The "SAFETY CARS" must leave the track at the point from which they entered.

When the SAFETY CARS have left the track, the exit of the pit lane will then be open again permanently.

The locations of the "SAFETY CARS" must be indicated on the edge of the track by yellow reflective boards (40 cm horizontal X 30 cm vertical) bearing visibly the words "SAFETY CAR" in black letters.

During the intervention of the "SAFETY CARS", each lap raced will be counted as a "race lap".

All other rules of the race remain valid.

1.16 START PROCEDURE

- 1) Under no circumstances riders may push their machine onto the grid from the pit lane.
- 2) Approximately 30 Minutes before the Start of the Race Pit lane exit opens for sighting lap.

Count-down boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit.

- Approximately 25 Minutes before the Start of the Race Pit lane exit closes.
- 4) Riders who do not go on to the grid may start the warm up laps from the pit lane under the instructions of the marshal positioned at the pit lane exit. Riders starting the warm up laps from the pit lane will be penalized with a Stop & Go.
- 5) When the riders reach the grid after the sighting lap they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass". Having taken up their grid position, the riders may take off their helmets.
- Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions. Tyre warmers may be used on the grid.

No batteries or other electrical supplies are permitted on the grid. Riders may use a generator to power tyre warmers on the grid.

Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of **two** kilowatts. The noise limit of the generator is 65 dB/A.

Generators should be located to the rear of the motorcycles.

All adjustments must be completed by the display of the 3 minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machine must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments or change machine. Such riders will start the warm up laps from the pit lane and will be penalised with a Stop & GO.

- 7) Refuelling or changing fuel tank on the grid is forbidden.
- 5 Minutes Before the Start of the Warm Up laps Display of 5 Minute Board on the grid.

9) 3 Minutes Before the Start of the Warm Up laps – Display of 3 Minute Board on the grid.

Generators must be disconnected and removed from the grid as quickly as possible.

Removal of tyre warmers, from machines, on the grid.

At this point, all persons except one mechanic per machine, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.

Riders must put their helmets on.

No person (except essential officials) is allowed to go on the grid at this point.

10) 1 Minute Before the Start of the Warm Up Laps – Display of 1 Minute Board on the grid.

At this point, all team personal except one mechanic holding the machine will leave the grid. All riders must be in position on the other side of the track in the circle opposite their machine.

- 11) 30 Seconds Before the Start of the Warm Up Laps Display of 30 Second Board on the grid.
- Green flag waved to start the warm up laps. Each rider will run towards his machine, start the engine and begin the warm-up laps.

In the interest of safety, should a rider cannot start his machine, he may be assisted but only after the yellow board with the word "PUSH" in black has been displayed at the starter rostrum.

If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine. Such riders may start the warm-up laps from the pit lane and will be penalised with a Stop & Go.

The riders will make two laps, at unrestricted speed, followed by a safety car **or a medical car**.
As soon as the riders have passed the pit lane exit at the start of the warmup laps, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up laps. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit.

The last lap will be indicated to the riders by a board with the number 1.

On returning to the grid riders must stop their machine with engine off on their position. Only one mechanic per rider is allowed on the grid to hold the machine. Riders must go immediately in the circle opposite their machine.

An official will stand at the front of the grid holding a red flag.

Any rider who arrives back at the grid after the arrival of the safety car will be directed into the pits and may start the race from there or he must stop beside the safety car and start the race from there, as directed by a marshal.

Any rider who encounters a problem with his machine on the warm up laps may return to the pit lane and make repairs or change machine.

When the safety car has completed its laps, an official at the rear of the grid will wave a green flag.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

 13) 1 Minutes Before the Start of the Race – Display of the 1 minute board on the grid.
 All riders must be in their circle.

 30 Seconds Before the Start of the Race – Display of the 30 seconds board on the grid + red lights on (except if the national flag is used to start the race).

15) Red lights out or national flag dropped (to be specified in the Supplementary Regulations) to start the race. Each rider will run towards his motorcycle, start the engine alone (no outside assistance allowed) and start the race.

A safety car **or a medical car** will follow behind the motorcycles for the whole of the first lap.

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (Uninterruptable Power System) to provide power to the starting lights' device if the electric line breaks down just at the moment of the start.

Any rider who anticipates the start will be required to carry out the Stop & Go Procedure described under article 1.17.

Anticipation of the start is defined by the rider being outside his circle when the race is started. The International Jury will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty as soon as practically possible.

16) If a rider cannot start his machine, then he may be assisted by being pushed along the track until the engine starts but only after the yellow board with the word "PUSH" in black has been displayed at the starter rostrum.

If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine.

Riders who change machine will be penalised with 2 Stops & Go.

- 17) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane. Such riders will be penalised with 2 Stop & Go.
- 18) No further changes of machines are permitted unless the race is interrupted. At this point, spare motorcycles and spare engines must be taken away from the pit boxes.
- 19) Should there be a problem that might prejudice safety then the Starter will display a flashing yellow light and the board "Start Delayed" and a marshal will wave a yellow flag in front of the starting grid. In this instance, riders must stop their engine.

The start procedure will be re-commenced at the 1 minute board stage, the riders will complete two additional warm up laps.

Any person who, due to his behaviour on the grid is responsible for a "start delayed", may be penalised with one of the following penalties: fine – Stop & Go – disqualification – withdrawal of Championship points.

1.17 "STOP & GO" PROCEDURE

During the race, the rider will be requested to stop in the penalty area in the pit lane. Stopping elsewhere in the pit lane is not permitted. He must bring his motorcycle to a complete stop and remain stationary for 30 seconds. He may then rejoin the race.

The rider must respect the speed limit (Art 1.18.13), in the pit lane. In case of infraction of this speed limit, the stop & go procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulation will also apply.

In the case of a race interrupted prior to the penalty being complied with and, if there is a second part, the rider will be required to stop after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start into the second part of a race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

After notification has been made to the team, a yellow board (100cm horizontal X 80 cm vertical) displaying the rider's number (black colour, height 50cm, stroke width 10cm) will be shown at the finish line and the information will also be displayed on the time keeping monitors.

Failure by the relevant rider to stop, having been shown the yellow board 5 times, will result in that rider being shown the black flag.

If more than one rider is penalised, the riders will be signalled to stop on subsequent laps. The order of the riders will be based on the qualifying times with the faster rider stopping first.

If a rider incurs a stop & go penalty, then the team may have one mechanic standing by at the penalty box to assist their rider, under the direction of the marshals, to re-start his machine should he stalls the engine. The mechanic must not interfere with the actual stop & go procedure which is under the strict control of the marshals.

In the case of a rider failing to respond to the instruction to stop, and there being more than one rider penalised, no subsequent rider will be signalled to stop until the previous rider has stopped or been shown the black flag.

In the case where the organisation has been unable to carry out the Stop & Go penalty before the end of the race, the relevant team will be penalised with a time penalty of 1 minute.

1.18 BEHAVIOUR DURING PRACTICE AND RACE

- 1) Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article 1.19.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: fine Stop & Go time penalty disqualification withdrawal of Championship points suspension.
- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a Stop & Go. Further penalties (such as fine disqualification withdrawal of Championship points) may also be imposed
- 4) Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
- 5) If the rider intends to retire then he must park his motorcycle in a safe area as indicated by the marshals.
- 6) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 7) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 8) Riders may enter the pit-lane during the race to make adjustments to their machines, refuel or change tyres. All such work must be carried out in the pit lane on the working apron in front of the boxes. Heavy work can be done inside the pit-box.

- Riders who stop their engines in the pits may be assisted to re-start their motorcycle by two mechanics.
- 10) Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag).
- Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 12) No signal of any kind may pass between a moving machine and the rider's team, or anyone connected with the machine's team entrant or rider, except for the signals of the time keeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the FIM. Lights allowed to be installed by the teams on the signalling platform must not be flashing and cannot be red.
- 13) A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed. Any rider found to have exceeded the limit during the practice will be subject to a fine of US\$ 200.–.

Any rider who exceeds the pit lane speed limit during a race will be penalised with a Stop & Go.

The International Jury must communicate the offence to the pit of the rider after having received the information from the Official in charge.

- 15) Stopping on the track during practices and races is forbidden.
- 16) If the winning rider wishes to parade a flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.
- 17) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

- 18) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track during practice sessions, warm ups and races.
- 20) Any rider whose machine spill oil on the track causing interruption of practice, warm up or race twice in the same event will be penalised with one of the following penalties: fine disqualification withdrawal of Championship points suspension.

1.19 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders during practices as well as the races.

1.19.1 Flags and lights used to provide information

National flag:

May be used waved to start the race.

• Green Flag:

The track is clear

This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up laps.

This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag must be waved by the starter to signal the start of the warm up laps.

When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

• Yellow and Red Striped Flag:

The adhesion on this section of the track could be affected by any reason other than rain.

This flag must be shown motionless at the flag marshal post.

White flag with diagonal red cross:

Drops of rain on this section of the track. This flag must be shown motionless at the flag marshal post. • White flag with diagonal red cross + yellow and red striped flag: Rain on this section of the track.

These flags must be shown together motionless at the flag marshal post.

Blue Flag

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

Any Infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points.

At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

Chequered Black / White Flag:

This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

• Chequered Black / White Flag and Blue Flag:

The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line (See Art. 1.22.2).

• Green Light:

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap and the start of the warm up laps.

• Flashing Blue Lights:

Will be switched on at the pit lane exit at all time during practices and races.

1.19.2 Flags and lights Which Convey Information and Instructions

Yellow Flag

Shown waved in front of the starting grid, this flag indicates that the start of the race is delayed.

Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.

- Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.
- Any Infringement of this rule during the race will be penalised with a Stop & Go.
 In both cases, further penalties (such as fine suspension) may also be imposed.
 If impediately after baying evertaken, the rider realise that he did an

If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

• White Flag:

An intervention vehicle is on the track.

Waved at the flag marshal post, this flag indicates that riders will encounter the vehicle in the current section of the track.

It is forbidden for riders to overtake other riders during the display of the white flag.

Overtaking the intervention vehicle is permitted.

As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

• Red Flag and Red Lights:

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

The red flag will be shown motionless on the starting grid at the end of the sighting lap and at the end of the warm up laps.

The red flag may also be used to close the track.

Black Flag:

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.

This flag will be presented only after the rider's team has been notified. Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

• Black Flag with orange disk (Ø 40 cm):

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track. Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

<u>Red</u> flag with diagonal <u>white</u> cross:

Shown motionless at each flag marshal post, the race is neutralised. Riders must slow down and be prepared to catch up a SAFETY CAR or an

intervention vehicle. It is forbidden for a rider to overtake another rider during the display of this flag.

Overtaking the intervention vehicle is authorised.

Overtaking the SAFETY CAR is forbidden. Riders must line up in single file behind it.

1.19.3 Flag Dimension

The flag dimension should be 80cms in the vertical and 100cms in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

1.19.4 Flag Colour

The Pantones for the colours are as follows:

| Orange: | Pantone 151C |
|---------|----------------------|
| Black: | Pantone Black C |
| Blue: | Pantone 286C or 298C |
| Red: | Pantone 186C |
| Yellow: | Pantone Yellow C |
| Green: | Pantone 348C |
| | |

The flags' colours will be checked the day preceding the day of the first practice session.

1.19.5 Rider's number board

Black board (70 cm horizontal X 50 cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm.

This board must be available at each flag marshal post.

1.19.6 Flags Marshals posts

The location will be fixed during the circuit homologation.

1.19.7 Light signals

Lights must be used for events being run at night.

1.19.8 Signalling by board

A yellow reflecting board with the word "PUSH" clearly written in black must be displayed when a rider pushes his motorcycle on the track. It would have to be displayed from the moment the rider passes a post until the moment he has reached the 2nd next post. This board must be used by day and by night.

For events taking place at night, the flags must be replaced by boards.

1.20 MARSHALS' UNIFORMS

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151C) and the rain coat to be transparent

1.21 MEDICAL CARS

The medical cars, if they are to go on the track, must be white colour, equipped with blue revolving lights. The words " MEDICAL CAR " should be clearly indicated on the back and the sides of the car. For events taking place partly at night, these words should be retro-reflective.

Overtaking of these cars is authorised.

If another vehicle (e.g. ambulance), is required to go on the track at the same time as the medical car, the other vehicle must be dispatched first.

1.22 FINISH OF A RACE AND RACE RESULTS

- **1.22.1** For races run over a prescribed distance, the last 10 laps will be shown on the finish line.
- **1.22.2** At the completion of the designated number of laps or the duration of the race, the leading rider will be shown the chequered flag by an official standing at the finish line, at track level. The chequered flag will continue to be displayed to the subsequent riders.

If the leading rider does not cross the finish line within 5 minutes, then the 2^{nd} rider on the provisional classification will be shown the chequered flag.

When the chequered flag is shown, no rider will exit from the pit lane to reach the track. To this purpose, once the chequered flag is shown, the red light will be switched on at the exit of the pit lane and a marshal with a red flag will stand at the exit of the pit lane.

If a rider(s) closely precedes the rider who will be shown the chequered flag, the official will show simultaneously the chequered flag and the blue flag.

That means that the rider(s) closely preceding the one who will receive the chequered flag has (have) to complete one more lap and take the chequered flag.

- **1.22.3** In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the rider whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the teams concerned will be ranked in the order of the best lap time made during the race.
- **1.22.4** The results will be based on the order in which the riders cross the line and the number of laps completed.
- **1.22.5** To be counted as a finisher in the race and be included in the results a team must have:
 - a Completed 75% of the number of laps carried out by the winner of his class.
 - b Crossed the finish line on the race track (not in the pit lane) after the race winner within 5 minutes. The rider must be in contact with his machine.

- **1.22.6** The classification including the FIM, FMNR and title sponsor logos, will mention at least following information:
 - 1) The name of the team (as it is mentioned on the licence);
 - 2) The make of the machine;
 - 3) The names of the riders;
 - 4) The performance carried out (laps, time);
 - 5) The number of points;

It is compulsory for the Jury President to send a list of fines and results by fax or e-mail immediately after the approval of results to the FIM Executive Secretariat.

- **1.22.7** A new lap record for a circuit can only be established by a rider during a race.
- **1.22.8** Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

1.23 INTERRUPTION OF A RACE

1.23.1 If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all flag marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10^{th} lap after completing his 9^{th} lap and all other teams have not completed the 9^{th} lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is shown when the leader and all other teams on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

- For all the teams to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2) For all the teams to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 3) The complete classification will be established by combining both partial classifications as per the principle of the lap/time.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified. Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, riding on their motorcycle, will not be

1.23.2 If the results calculated show that less than three laps have been completed by the leader of the race and by all other teams on the

- completed by the leader of the race and by all other teams on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.
- **1.23.3** If three laps or more have been completed by the leader of the race and all other teams on the same lap as the leader, but less than two-thirds of the original race duration or distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 1.24.4. If it is found impossible to re-start the race, then the results will count and only half points will be awarded for the Championship.
- **1.23.4** If the results calculated show that two-thirds of the original race duration or distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other teams on the same lap as the leader, then the race may be deemed to have been completed and full points will be awarded for the Championship or the race may be restarted.

1.24 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

- **1.24.1** If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Clerk of the Course will announce a new start time of the start procedure which, conditions permitting should not be later than 20 minutes after the initial display of the red flag.
- **1.24.2** The intermediary placings must be available to teams before the following part of a race can be started.
- **1.24.3** The start procedure may be identical to a normal start with a sighting lap, 2 warm up laps, etc. However, in case of particular conditions (weather, night, etc.), the Clerk of the Course could, with the agreement of the Jury, decide in a resumed start procedure behind the Safety Car.

In this particular case, riders will take place behind the Safety Car according to the intermediate order in a single line. Overtaking is forbidden.

The Safety Car will make a complete lap and will leave the track before the starting line.

- **1.24.4** Conditions for the re-started race will be as follows:
 - A) In the case of situation described in Art. 1.23.2 (less than 3 laps completed) above:
 - a. All teams may re-start.
 - b. Motorcycles may be repaired or changed. Refuelling is permitted.
 - c. The number of laps, or the duration will be the same as the original race.
 - d. The grid positions will be as for the original race.
 - B) In the case of the situation described in Art. 1.23.3 (3 laps or more and less than two-thirds completed) above:
 - a. Only teams who are on the intermediary placings may restart.

b. Machines must remain in the closed park area (which must be as close as possible to the start line). All machines whether racing or in the pits for repairs or refuelling, must be directed there, with the exception of machines on which repair is too serious that they cannot be moved. Teams will be authorised to fill up their machines and change their tyres in front of their respective pits within the 5 minutes which follow the opening of the pit lane exit for the sighting lap.

The location of the park must appear in the Supplementary Regulations of the event or, failing this, the riders must be informed during the official briefing.

The organiser must inform all teams of the time of the new start which may be held, at the earliest, 20 minutes after notification. The Clerk of the Course must inform all teams of the start procedure (one group or two groups with safety cars).

- c. The number of laps or the duration of the following race will be the number of laps or duration required to complete the original race with a minimum of 5 laps.
- d. The grid position will be based on the intermediary placings established in accordance with point e) of the present article.
- e. The final result of the race will be based on the results of each team classified in each race added together. Teams who have completed an identical number of laps will be placed according to the combined time for each race. In case of a tie, the result of the last race will be decisive.

1.25 CHECK AREA

With the exception of Jury members, the Clerk of the Course and officials who are in charge of keeping watch over the closed park area, no-one may at any time or for any reason be admitted into this area unless they have a written and signed authorisation from the Clerk of the Course.

After the end of the race, all the machines which have finished the race must remain at the disposal of the officials, for 60 minutes, in the closed park. They cannot be removed without the approval of the Jury.

1.26 PODIUM

The Team Managers and the riders placed in the first three positions will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation at the podium ceremony is compulsory.

1.27 FINAL TECHNICAL CONTROL

At the end of each race, a technical control with dismantling may be carried out on the first 3 machines and other machines chosen by random by the International Jury President and the FIM Technical director.

1.28 PRIZES

1.28.1 Currency

All amounts are net from which no deductions are allowed. They are payable in \in uros (cash).

1.28.2 Placings for obtaining prizes

The placings for obtaining prizes are drawn up upon the basis of:

- Teams classified;
- Non classified teams;

1.28.3 Payment

Prizes and allowances will be paid to the teams at the end of the race after the protest time has expired.

1.28.4 Prizes – Allowances

<u>Minimum prizes</u>

| 1. | 1'150 €uros | 7. | 255 €uros |
|----|-------------|-------|-------------|
| 2. | 960 €uros | 8. | 190 €uros |
| 3. | 770 €uros | 9. | 160 €uros |
| 4. | 640 €uros | 10. | 130 €uros |
| 5. | 510 €uros | 1120. | 95 €uros |
| 6. | 385 €uros | 2130. | 65 €uros |
| | | Total | 6'750 €uros |

<u>Minimum Participation Allowance</u>

The first 7 of the list of the contracted teams (see article 1.8.5) will receive a minimum participation allowance of 3'900 €uros, the 6 following contracted teams will receive a minimum participation allowance of 1'900 €uros and the 7 following contracted teams will receive a minimum participation allowance of 1'900 €uros (total: 45'700 €uros).

This will be distributed providing that the team takes part in the race.

<u>Minimum Travel allowances</u>

Each contracted team (see article 1.8.5) will receive a travel allowance of 600 €uros per event.

Each contracted team (see article 1.8.5) will receive an additional travel allowance of 4'750 \in uros per event outside Europe.

This will be distributed providing that the team takes part in the race.

1.29 DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST

The deposit in case of dismantling and reassembling a machine to measure the cylinder capacity, following a protest, is USD 200.– (material included) The deposit in case of partial or complete dismantling of an engine or gearbox is USD 350.–

If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.

If the party who makes the protest is the winning party, the deposit shall be reimbursed.

1.30 DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST

All requests for fuel control following a protest or an appeal must be accompanied by a deposit of USD 800.- paid to the FIM.

After the last control:

- the winning party will have its deposit reimbursed.
- the losing party will have to pay the costs of all the controls carried out after deduction of deposits which it has already paid.

1.31 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

A fuel control may be carried out in accordance with Art. 2.10.5 of the Road Racing Endurance Technical Regulations. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

- 1. Exclusion from the whole event in question independent of the moment of the fuel sampling;
- 2. Fine of USD 680.-;
- 3. Payment of all costs connected to the fuel test(s) for his case.

1.32 CHAMPIONSHIP AND CUP POINTS; CLASSIFICATION

- **1.32.1** Teams and Constructors will compete for the Championship and Cup.
- **1.32.2** For teams, the points will be those gained in each race.
- **1.32.3** For Constructors, only the highest placed motorcycle of a Constructor will gain points, according to the position in the race.
- **1.32.4** For each race, Championship and Cup points will be awarded on the following scale:

For registered races of 6 hours or for registered races of 1000 km:

| 25 j | points | to th | ne ' | 1 st | 7 points | to | the | 9 th |
|------|----------|-------|------|-----------------|----------|----|-----|------------------|
| 20 | points | to th | ne 2 | 2 nd | 6 points | to | the | 10 th |
| 16 | points | to th | ne : | 3 rd | 5 points | to | the | 11 th |
| 13 | points | to th | ne 4 | 4 th | 4 points | to | the | 12 th |
| 11 p | points t | to th | ne t | 5 th | 3 points | to | the | 13 th |
| 10 | points t | to th | ne (| 6 th | 2 points | to | the | 14 th |
| 9 | points t | to th | ne i | 7 th | 1 point | to | the | 15 th |
| 8 | points t | to th | ne 8 | 8 th | | | | |

For registered races more than 6 hours to 12 hours, or for registered races of more than 1000 km to 1800 km:

| 30 points to the | 1 st | 8 points | to the | 9 th |
|------------------|-----------------|----------|--------|------------------|
| 24 points to the | 2 nd | 7 points | to the | 10 th |
| 19 points to the | 3 rd | 6 points | to the | 11 th |
| 16 points to the | 4 th | 5 points | to the | 12 th |
| 13 points to the | 5 th | 4 points | to the | 13 th |
| 12 points to the | 6 th | 2 points | to the | 14^{th} |
| 11 points to the | 7 th | 1 point | to the | 15 th |
| 10 points to the | 8 th | | | |

For registered races of more than 12 hours or for registered races of more than 1800 km:

| 35 points to the 1 st | 10 points to the 9 th |
|----------------------------------|----------------------------------|
| 28 points to the 2 nd | 8 points to the 10 th |
| 22 points to the 3 rd | 7 points to the 11 th |
| 18 points to the 4 th | 6 points to the 12 th |
| 15 points to the 5 th | 4 points to the 13 th |
| 14 points to the 6 th | 3 points to the 14 th |
| 13 points to the 7 th | 1 point to the 15 th |
| 11 points to the 8 th | |

- **1.32.5** All races will count for the Championship and Cup classification.
- **1.32.6** The classification, in addition, will mention following information:
 - 1) The name of the team (as it is mentioned on the licence);
 - 2) The make of the machine;
 - The name of the rider(s) with whom the team had scored most of the points;
 - 4) The total number of points;
- **1.32.7** In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie, then the date in the Championship or Cup round at which the highest place was achieved will be taken into account with precedence going to the latest result.

- **1.32.8** In the case where a team participates on different machines, it is the make of the machine with which it obtained the most points that will appear next to its name in the final classification, without, however, modifying the calculation for the Constructors' classification.
- **1.32.9** One representative of the World Champion and Cup winner team is obliged to attend an official FIM ceremony.

1.33 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- **1.33.1** Instructions may be given by the International Jury and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars will be posted on the official notice board.
- **1.33.2** All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- **1.33.3** Any communication from the International Jury or the Clerk of the Course to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the International Jury or the Clerk of the Course must also be made in writing.

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENT

| The | on behalf of |
|---|------------------------------|
| will organise the | at the circuit |
| This meeting will be held on | _ and will count towards the |
| 2009 Endurance World Championship of IMN: | r World Cup |
| THE SECRETARIAT OF THE ORGANIS | SING COMMITTEE |
| Address of the organising committee: | |
| Before the: | |
| After the: | |
| During the meeting: | |
| | |

3. CIRCUIT

2.

The length of the circuit is _____ km.

The race will be run clockwise / anti-clockwise.

A drawing of the circuit is enclosed.

4. JURISDICTION

The meeting will be held in accordance with the FIM Sporting Code, the CCR rules and these Supplementary Regulations.

The Organiser also commits to respect as much as possible the "Green line" charter of good practice.

5. OFFICIALS

| _ | Jury President: | |
|---|---------------------------------|--|
| _ | Jury members: | |
| _ | FMNR Delegate: | |
| _ | Head of organisation: | |
| _ | Clerk of the Course: | |
| _ | Secretary of the meeting: | |
| _ | Technical Director: | |
| _ | Chief of technical inspections: | |
| _ | Chief timekeeper: | |
| _ | Chief Medical Officer: | |
| _ | Environment Steward: | |

Address of Jury members during the meeting:

6. CATEGORIES AND CLASSES

Motorcycles of the following classes are eligible:

7. NUMBER OF TEAMS ALLOWED

Practice: Admitted to the start of the race: Qualified for the race: Recommended by the Organiser for the race:

8. ENTRIES, ENTRY FEE, DEPOSIT

Applications for entry must be made on the official forms included with these regulations.

Applications must be approved by the rider's FMN and must reach the organisers not later than _____ midnight.

The organiser will select the applications and advise teams within 72 hours after the closing date of entries whether their applications have been accepted or rejected.

The entry fee is the one mentioned in the Road Racing Rules.

The maximum deposit amount for transponders is....

9. TECHNICAL INSPECTIONS

No rider or machine is permitted onto the track unless he/it has passed the technical inspections which will be held according to the following schedule:

| Thursday | | Friday | Friday | | lay |
|----------|----|--------|--------|------|-----|
| from | to | from | to | from | to |
| from | to | from | to | from | to |
| from | to | from | to | from | to |

10. PRACTISING

It is strictly forbidden to ride racing motorcycles on the course outside the official practice periods.

The practice sessions will be as follows:

| date | free practice | qualifying practice | warm-up | |
|------|---------------|---------------------|---------|--|
| | from to | from to | from to | |
| | from to | from to | | |
| | from to | from to | | |

(NB: If supplementary practices are foreseen, they must be mentioned. Reminder: maximum price: USD 80.– per rider).

11. RACE: SCHEDULE

Date of the start: Time: Distance: Minimum to be classified:

12. PRIZES

The prizes will be paid according to the CCR Rules, in Swiss Francs.

Payment of prizes _____ (time) at _____ (place).

13. PRIZE-GIVING

Place – date

14. PROTESTS

All protests must be made in accordance with the requirements of the FIM Disciplinary and Arbitration Code and be accompanied by a fee of ______ (local currency – amount equivalent to USD 800.–).

15. FUEL

If fuel is supplied by the organisers at the fuel-station, it will be in conformity with Article 2.10 of the Road Racing EnduranceTechnical Regulations.

16. INSURANCE

By endorsing the application form for entry the FMN of the rider certifies that the rider is insured in accordance with the FIM requirements.

In conformity with Article 110.1 of the Sporting Code, third party insurance in respect of riders covering accidents occurring during the meeting including practices will be the responsibility of the organiser.

This insurance includes a guarantee of _____ (local currency).

The organiser disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other cases.

17. RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES

Apart from the requirements of the FIM Sporting Code, riders and teams by participating renounce all rights of appeal against the organiser, his representatives or agents by arbitration or before a tribunal or any other manner not foreseen by the FIM Sporting Code for any damages for which they could be liable in consequence of all acts or omissions on the part of the organiser, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

Enclosures:

- drawing of the circuit
- entry form

Place and date: _____

The President of the Organising Committee:

The Clerk of the Course:

The Secretary of the Meeting:

Approved on:

(FMNR)

Approved on: _____

(FIM/CCR)

| Mee | tina: |
|-----|-------|
| | |

IMN:

Jury meeting No. 1

The first Jury meeting will take place 1 1/2 hours before the beginning of the free practice (in accordance with the Supplementary Regulations of the event).

| Ven | uue: Date: | Time: End: |
|-----|--|-------------------------------|
| 1. | Presence: | |
| 1.1 | Members of the Jury with voting rig President: | hts |
| 1.2 | Members of the Jury without voting Technical delegate: Medical delegate: | rights, designated by the FIM |
| 1.3 | Clerk of the Course | |
| 1.4 | FMN delegates | |
| 1.5 | Environmental steward | |
| 1.6 | FIM contact person | |
| 1.7 | Others | |
| 2. | Supplementary Regulations | |

- third party insurance policy
- possible alterations
- additions

3. Riders accepted

Class: No. of riders accepted (total): No. of riders accepted (FMN): No. of 1 event licences:

4. Condition of the track

5. Condition of services

Timekeeping, results, communications, sanitary installations, paddock, pits, etc.

- 6. Fire fighting procedure
- 7. Next Jury meeting

The International Jury

The President The Secretary

| Meeting: | | | IMN: | | |
|----------|--|---------------------------|-----------------------|--|--|
| Jury | meeting No. | | | | |
| Ven | ue: | Date: | Time: End: | | |
| 1. | Presence | | | | |
| 1.1 | Members of the JunPresident:Member:FMNR Delegate: | ry with voting rights | | | |
| 1.2 | Members of the Jun Technical delegate: Medical delegate: | ry without voting rights, | designated by the FIM | | |
| 1.3 | Clerk of the Course | e | | | |
| 1.4 | FMN delegates | | | | |
| 1.5 | Environmental stev | ward | | | |
| 1.6 | FIM contact person | 1 | | | |
| 1.7 | Others | | | | |
| 2. | Minutes of the mee | ting No. | | | |

- 3. Track Inspection
- 4. FIM prizes: official exchange rate

5. Technical inspections

5.1 Inspections carried out Total number of riders number of machines

5.2 Special checks carried out

- noise
- weights
- others
- 6. Riders briefing
- 7. Team managers briefing
- 8. Protests
- 9. Rule infractions, Sanctions
- 10. Ratification of practice results
- 11. Report of the Clerk of the Course
- 12. Falls/Accidents
- 13. Starting grid
- 14. Closed park
- 15. Miscellaneous
- 16. Next Jury meeting

The International Jury

The President The Secretary

| Mee | ting: | | IMN: | | |
|--------|---|---------------------------|-----------------------|--|--|
| Fina | I Jury meeting | | | | |
| Venue: | | Date: | Time: End: | | |
| 1. | Presence | | | | |
| 1.1 | Members of the JuPresident:Member:FMNR Delegate: | ry with voting rights | | | |
| 1.2 | Members of the Ju Technical delegate: Medical delegate: | ry without voting rights, | designated by the FIM | | |
| 1.3 | Clerk of the Course | | | | |
| 1.4 | FMN delegates | | | | |
| 1.5 | Environmental steward | | | | |
| 1.6 | FIM contact person | | | | |
| 1.7 | Others | | | | |
| 2. | Minutes of the mee | eting No. | | | |
| 3. | Track Inspection | | | | |

- 4. Final scrutineering check
- 5. Protests

- 6. Rule infractions, Sanctions
- 7. Ratification of the results
- 8. Dispatch of the results (by fax or e-mail) to the FIM
- 9. Report of the Clerk of the Course
- 10. Falls/Accidents during the races
- 11. Unexcused absences
- 12. Podium ceremony
- 13. Overall impression of the meeting

The International Jury

The President The Secretary

2. TECHNICAL REGULATIONS

Amendments to the technical regulations may be made at any time in order to ensure fairer competitions.

If a motorcycle is found not to be in conformity with the technical regulations during or after the practices, the Team will be given a 'stop and go' penalty for the race. Further penalties (such as a fine – a suspension and/or a withdrawal of Championship points) may also be imposed.

If a motorcycle is found not to be in conformity with the technical regulations after a race, the Team will be disqualified. Further penalties (such as a fine – a suspension and/or a withdrawal of Championship points) may also be imposed.

2.1 INTRODUCTION

2.1.1 Motorcycles for the FIM Endurance Road Racing World Championship are based on recent or current production motorcycles and available to the public through the normal commercial channels of the constructor.

2.2 CLASSES

2.2.1 The Sports Production classes will be designated by engine capacity.

2.3 GENERAL ITEMS

2.3.1 Materials

The use of titanium in the construction of the frame, the front forks, the handlebars, the swing arms, the swing arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.

Titanium test to be performed on the track: Magnetic test (titanium is not magnetic).

The 3 % nitric acid test (titanium does not react. If metal is steel, the drop will leave a black spot).

Specific mass of titanium alloys 4,5-5, of steel 7,5-8,7 can be ascertained by weighing the part and measuring its volume in a calibrated glass filled by water (intake valve, rocker, connecting rod, etc.)

In case of doubt, the test should take place at a Materials Testing Laboratory.

2.3.3 Handlebars

Exposed handlebar ends must be plugged with a solid material or rubber covered.

The minimum angle of rotation of the handlebar on each side of the centre line or mid position must be of 15° for solo motorcycles.

Whatever the position of the handlebars, the front wheel, tyre and the mudguard must respect the gap with the motorcycle (parts) as written in Table 1.

Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank when on full lock to prevent trapping the rider's fingers (see diagrams A,B,C).

Handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar.

The repair by welding of light alloy handlebars is prohibited.

2.3.4 Control levers

All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

Each control lever (hand and foot levers) must be mounted on a independent pivot.

The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

2.3.5 Wheel & rims (See Table 1)

 All tyres will be measured mounted on the rim at a pressure of 1 kg/cm² (14 lb./sq.in.); measurements taken at a tyre section located at 90° from the ground.

- 2) Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer or of a traditional detachable rim other than for spokes, valve or security bolts is prohibited except for tyre retention screws sometimes used to prevent tyre movement relative to the rim. If rim is modified for these purposes bolts, screws etc., must be fitted.
- 3) The maximum wheel rim widths are:

| Formula | EWC | Front: | 4.00" |
|---------|-----|--------|-------|
| | | Rear: | 6.25" |

Superstock according to the homologated size

- 4) For information, the distance is measured inside flange walls of the wheel rim in accordance with ETRTO.
- 5) The minimum rim diameter is 400 mm.

Tyres

Tyres may be replaced from those fitted to the homologated motorcycle.

1) Requirements

With the exception of slick tyres and tyres marked 'NOT FOR HIGHWAY USE' (NHS), the manufacturer must identify the tyre with a mark indicating:

- The DOT mark and/or the E mark (used for "homologated tyres" or tyres marked for highway use only)
- The name of the manufacturer
- The year of manufacture (in code)
- The tyre dimension
- The speed rating
- Any other features necessary for the correct use of the tyre
- 2) Fitting
 - The tyre must be mounted on the correct rim.
 - The rim must not be deformed or damaged.

3) Permitted minimum speed

The minimum speed rating for use in Superstock is: (W).

4) Tyre surface tread pattern

The tread pattern is unrestricted.

The tread pattern must be made exclusively by the the manufacturer when producing the tyre.

The choice of a certain type of tread pattern is left entirely up to the individual rider.

The choice of slick and/or WET weather tyres (where applicable) will also be at the discretion of the rider. If conditions should become problematic however, he must take into account the recommendations of the appropriate representative of the tyre manufacturer.

As a safe minimum, the depth of the tyre tread over the whole pattern at pre-race control must be at least 2.5 mm.

Tyres which at the preliminary examination have a tread depth of less than 1.5 mm are considered as non-treaded tyres and the restrictions applying to slick tyres will then apply to them.

The surface of a slick tyre must contain three or more hollows at 120° intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. The rider shall not enter the track if at least 2 of these indicator hollows are worn on different parts of the periphery.

2.3.7 Tyre Clearance

The minimum distance between the surface of the tyre (at its largest point) and any fixed parts of a motorcycle is shown in Table 1.

2.3.8 Adaptation of the tyre's surface

In order to obtain optimal tyre adhesion, new unused tyres can be adapted by scuffing the surface. As a safe minimum, the depth of the tyre tread over the whole pattern at pre-race control must be at least 2.5 mm.

2.3.9 The use of tyre warmers is allowed.

2.3.10 Starting devices

Starting devices are compulsory for Endurance racing.

2.3.11 Electrical equipment

Only for races taking place partly at night: It is compulsory for all motorcycles to be equipped with complete electrical equipment in working order.

- The original headlamp(s) or (units), the internals of the headlamp(s) and the headlamp brackets may be modified or replaced. If the lens is made of glass it must be completely covered with a self-adhesive, clear plastic film to prevent shattering in an accident.
- In case of a replacement of the original headlight, the opening or the shape of the original headlight in the front of the fairing must be respected or obtained by a plexi or a metallic film, duplicating the form, and location of the headlight when homologated (tolerance +/- 10 mm).
- A motorcycle must have two separately wired light circuits. Each circuit contains one white (or yellow) head light and one non blinking red rear light (see minimum/maximum specifications). Each circuit shall be operated only by a switch on the handlebar and must not be switched on or off by the other circuit.
- The first circuit is controlled by a switch with an ON/OFF position. The second circuit contains a switch with the lights in an ON/OFF position. Alternatively, the second rear red light may also be directly connected to a battery (with fuse and extra switch).
- It is mandatory that these two separate circuits work simultaneously.
- Each front light source must be at least a 55 Watts halogen bulb or, if another type is used, have at least an equivalent luminosity.
- Each rear light shall have the following power ratings:
 - for bulbs: minimum 10 Watts, maximum 15 Watts
 - for LED units: a minimum equivalent of luminosity to a bulb with ratings as above.
- A flat, red retro-reflective surface (min. 60 cm²), must be installed at the rear of the motorcycle, perpendicular in relation to the ground and slightly inclined to the rear (max 30°).
- An additional, non-blinking identification light (no red, orange or green colours), max. power 5 W, may be added to a motorcycle, fixed to the side and not visible when viewed from the rear of the motorcycle.



2.3.12 Number Plate and Colours

The background and figures of the number plates are as follows:

| Class | Background | Figures | | |
|-------------|------------------|-----------------------------|--|--|
| Formula EWC | Black (Ral 9005) | white (luminous figures for | | |
| | | races taking place partly | | |
| | | at night) | | |
| Superstock | Red (Ral 3020) | white (luminous figures for | | |
| | | races taking place partly | | |
| | | at night) | | |
| Open | Green (Ral 6002) | white (luminous figures for | | |
| | | races taking place partly | | |
| | | at night) | | |

| The sizes for all the front numbers are: | Minimum height: Minimum width: Minimum stroke: | 120 mm 80 mm 25 mm |
|--|--|--------------------------|
| The size for all the side numbers is: | Minimum height: Minimum width: Minimum stroke: | 120 mm 60 mm 25 mm |

The allocated number (& plate) for the rider must be affixed on the machine as follows:

- once on the front, either in the centre of the fairing or slightly off to one side. The figures must be inclined at an angle of 30° (+/-5°) from the vertical plane passing through the centreline. The top of the figures must be inclined towards the centerline.
- once, on each sides of the motorcycle. Alternatively, once across the top of the rear seat section with the top of the number towards the rider.

These numbers must have the same size as the front numbers.

For light coloured bodywork, there shall be a black line of 8 mm minimum all around the perimeter of the background.

In case of a dispute concerning the legibility of numbers, the decision of the Chief Technical Steward will be final.

2.3.13 Reflective area

Only for races taking place partly at night, a red reflective surface of minimum area of 60 cm² must be fixed to the rear of the motorcycle seat cowling, completely visible in its entirety by the following rider. A bracket is allowed to be fitted underneath the seat to carry the red reflective surface.

2.3.14 Handprotectors

Additional hand-protectors can be attached to the streamlining with "quick-fit" type fasteners only. Hand-protectors are intended to give extra protection to the hands only and cannot exceed the handlebar width. All sharp edges must be rounded. The required clearances must be respected when hand-protectors are fitted to the streamlining (see Diagram A-3).

Refuelling

The original fuel tank cap must be replaced by maximum two openings to accommodate a 'quick-fill' type (i.e. aviation type) fuel valve and must provide a closed system. Quick fill valves with concentric openings are permitted.

The maximum diameter of a fuel valve opening is 76 mm (3 inches).

Other refuelling systems are allowed providing they use a closed circuit system and are leak proof.

Any excess fuel must be contained or return via an overflow line back to the fuel tower or handheld fuel container.

The refuelling system can be portable or fixed to the wall of the pit-box and must be a 'closed' (circuit) system. The complete fuel tower installation must be rigid and fixed securely to the wall of the pit-box.

All personnel who are involved in the refuelling operations, including the person responsible for the fire extinguisher, must wear an overall made of fire retardant materials, hands must be protected with gloves made of fire retardant materials; safety goggles/mask and balaclava of fire-retardant quality or a helmet for eye protection.

During the refuelling operations, the rider cannot stay on his machine.

During the practices or the race, only tyre warmer systems and cordless portable electrical tools are allowed.

2.3.16 Markings

During the race, all defective parts may be replaced with the exception of the frame and crankcase.

The frame and engine case must be marked and/or sealed before the race.

2.3.17 Ballast

The use of ballast is allowed to stay over the minimum weight limit. The use of ballast must be declared to the Endurance Technical Director/Chief Technical Steward at the preliminary checks.

The ballast must be made from solid metallic piece/s, firmly, securely connected, either through an adapter or directly to the main frame or engine, with minimum 2 steel bolts (min. 8 mm diameter, 8.8 grade or over).

Fuel in the fuel tank can be used as ballast. Nevertheless, the verified weight may never fall below the required minimum weight.

2.6 FORMULA EWC TECHNICAL SPECIFICATIONS

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

Formula EWC motorcycles are based on road going models with a valid FIM homologation (see Art. 2.9).

All motorcycles must comply in every respect with all the requirements for Road Racing as specified in Road Racing Technical Rules, unless it is equipped as such on the homologated machine.

The appearance from both front, rear and the profile of Formula EWC motorcycles for Endurance must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

2.6.1 Displacement capacities

| 4 cylinders | Over 600 cc up to 1000 cc | 4-stroke |
|-------------|---------------------------|----------|
| 3 cylinders | Over 750 cc up to 1000 cc | 4-stroke |
| 2 cylinders | Over 850 cc up to 1200 cc | 4-stroke |

The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

2.6.2 Minimum Weights

The minimum weight of a motorcycle will be

For Three and Four cylinders up to 1000cc:

- 165 kg: for races not taking place partly at night;
- 170 kg: for races taking place partly at night.

For Two cylinders up to 1200cc:

- 170kg: for races not taking place partly at the night
- 175kg: for races taking place partly at night

During the final inspection at the end of each race, the machines chosen will be weighed in the condition they finished the race.

The established weight limit must be met in the condition the machine has finished the race; nothing can be added to the machine. This includes water, oil, or fuel.

During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control in the pit lane. (This will be done in such a way so as to disturb the rider and team as little as possible. In all cases the rider must comply with this request for a control.)

At any time of the event, the weight of the whole machine (including the tank) must be not be less than the minimum weight with a 1kg tolerance.

2.6.4 Carburation Instruments (Injection and throttle bodies)

Carburation instruments must remain as homologated. No modifications are allowed. See also art 2.6.6.18.

2.6.5 Fuel

All motorcycle engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 (see also Art. 2.10 for full specification).

2.6.6 Machine Specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturers for the homologated machine.

2.6.6.1 Main Frame Body

The main frame must remain as originally produced by the manufacturer for use on the homologated machine.

The main frame may only be altered by the addition of gussets or tubes. No gussets or tubes may be removed.

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).

The homologated dimensions and position of bearing seats in the steering head column, and the engine, swing arm, rear shock, and suspension linkage mounting points must remain as original.

Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert must protrude axially more than 3 mm from the original steering head.

All motorcycles must display the **manufacturers'** vehicle identification number on the frame body (chassis number).

Rear sub frame may be changed or altered, but the **type of** material must remain as homologated **or of higher specific weight**

The paint scheme is not restricted.

2.6.6.2 Front Forks

Front fork in whole or part may be changed but must be the same type homologated (leading link, telescopic, upside down, etc.).

No aftermarket or prototype electronically-controlled suspensions maybe used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM competitions.

The upper and lower fork clamps (triple clamp, fork bridges) can be changed or modified.

Steering damper may be added or replaced with an after market damper.

The steering damper cannot act as a steering lock limiting device.

2.6.6.3 Rear Fork (Swing-arm)

The rear fork may be altered or replaced from those fitted to the homologated motorcycle. The use of carbon fibre or Kevlar® materials is not allowed if not homologated on the original machine.

A chain guard must be fitted to the swing-arm in such a way to reduce the possibility that any part of the riders' body should become trapped between the lower chain run and the rear wheel sprocket.

Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.

2.6.6.4 Rear Suspension Unit

Rear suspension unit can be changed but a similar system must be used (i.e. dual or mono).

No aftermarket or prototype electronically-controlled suspensions maybe used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM competitions.

The rear suspension linkage may be modified or replaced

The original fixing points in the frame (if any) must be used to mount the shock absorber, linkage and rod assembly fulcrum (pivot points).

2.6.6.5 Wheels

Wheels (see Art. 2.3.5.2), and associated parts may be altered or replace from those fitted to the homologated motorcycle. Carbon fibre or carbon composite wheels are not allowed, unless the manufacturer has equipped the homologated production model with this type of wheel.

Bearings, seals, spacers and axles may be altered or replaced from those fitted to the homologated motorcycle.

Wheel rims smaller than 16 in. in diameter are not allowed.

| Maximum f | ront wheel | rim width | : | 4.00 in. |
|-----------|-------------|-----------|---|----------|
| Maximum r | ear wheel r | im width | : | 6.25 in. |

2.6.6.6 Brakes

Front master cylinder may be altered or replaced from those fitted to the homologated motorcycle.

Rear master cylinder may be altered or replaced from those fitted to the homologated motorcycle.

Front callipers may be altered or replaced from those fitted to the homologated motorcycle.

Rear callipers may be altered or replaced from those fitted to the homologated motorcycle.

Brake pads or shoes may be altered or replaced from those fitted to the homologated motorcycle.

Brake hoses and brake couplings may be altered or replaced from those fitted to the homologated motorcycle. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).

Brake discs may be altered or replaced from those fitted to the homologated motorcycle. Only ferrous materials are allowed for brake discs. The use of exotic alloy materials for discs and brake callipers (i.e. aluminium beryllium, etc.) is not allowed.

2.6.6.7 Tyres

See Art. 2.3.6.

2.6.6.8 Handle Bars and Hand Controls

Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle (see Art. 2.3.4).

Engine stop switch must be located on the handle bars.

2.6.6.9 Foot Rest/Foot Controls

Foot rest/foot controls may be relocated, but the original mounting points must be used.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8mm solid spherical radius. (see diagram A & C).

Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or equivalent type of material (min. radius of 8mm). The plug surface must be designed to reach the widest possible area of the footrest. The Chief Technical Steward has the right to refuse any plug not satisfying this safety aim.

2.6.6.10 Fairing / Body work

- a) Fairing and body work must conform in principle to the homologated shape as originally produced by the manufacturer.
- b) Wind screen may be replaced.
- c) Original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle.
- d) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- e) The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions.
- f) Minimal changes are allowed in the fairing to permit the use of an elevator (stand) for wheel changes and to add plastic protective cones to the frame or the engine.

- g) Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- h) A front fender (mudguard) must be fitted. Material, shape, fixing method and position may be changed.
- Holes may be drilled in the front mudguard to allow additional cooling. Holes bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- Rear fender (mudguard) may be altered, added or removed. Material may be changed.
- k) Material of construction of the front mudguard, rear mudguard and fairing may be altered or replaced from those fitted to the homologated motorcycle.

2.6.6.11 Fuel Tank

Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle.

Carbon fibre, aramid fibre or fibreglass materials are not authorised in the construction of fuel tanks.

The original tank may be modified to achieve the maximum capacity of 24 litres, provided the original profile is as homologated. A cross over line between each side of the tank is allowed (maximum inside diameter 10 mm).

Fuel tanks with tank breather pipes must be fitted with non-return valves which discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

The fuel tank filler cap must be of a 'quick-fill' type and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time (See also Art. 2.3.15).

EWC

The fuel tank must be fixed to the frame from the front and the rear with a crashproof assembly system. Bayonet style couplings can not be used, nor any fixing to any parts of the streamlining.

The same size fuel tank used in practice must be used during the entire event.

The Endurance Technical Director / Chief Technical Steward has the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.

2.6.6.12 Seat

Seat may be altered or replaced from those fitted to the homologated motorcycle.

The top portion of the rear body work around the seat may be modified to a solo seat. The solo seat then must incorporate the rear number plates. The appearance from both front rear and profile must conform in principle to the homologated shape.

The seat/rear cowl must allow for proper number display.

Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes bigger than 10 mm, must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.

Material of construction of the seat may be altered or replaced from those fitted to the homologated motorcycle.

2.6.6.13 Radiator, cooling system and Oil Cooler

The original radiator or oil cooler may be altered or replaced from those fitted to the homologated motorcycle.

Additional radiators or oil coolers may be added but the appearance from the front, rear and profile of the machine must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.

Oil cooler must not be mounted on or above the rear mudguard.

The radiator tubes may be changed.

Radiator fan and wiring maybe removed or replaced.

Thermal switches, water temperature sensor and thermostat can be removed inside the cooling system.

2.6.6.14 Wiring Harness

The original wire-loom may be modified or replaced.

2.6.6.15 Battery

A battery is compulsory and must be in good working order. The size and type may be changed.

2.6.6.16 Air Box

The air box must remain as originally produced by the manufacturer on homologated machine but the air box drains must be sealed.

The air filter element may be modified or replaced.

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the air box.

IMPORTANT: Air Intake Restriction

If necessary, an air intake restriction system may be imposed during the season in order to rectify possible performance discrepancies.

2.6.6.18 Carburation instruments

No modifications are allowed.

The injectors must be standard units as on the homologated motorcycle.

Bell mouths, intake track devices (velocity stacks, air funnels) may be modified or replaced, including their fixing points. Variable length intake tract devices (velocity stacks, air funnels) that function while the engine is operating are not allowed, unless such a system is used on the homologated machine. Fuel pump and pressure regulator may be modified or changed.

The fuel injection management computer chip (EPROM) may be changed.

The use of flash memory (flash RAM) for fuel injection mapping is allowed.

2.6.6.19 Fuel Supply

Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

The fuel line(s) going from the fuel tank to the carburation instruments must be located in such a way that they are protected from possible **crash damage**.

Quick connectors or dry break quick connectors may be used.

Fuel vent lines may be replaced.

Fuel filters may be added.

2.6.6.20 Cylinder Head

The homologated cylinder head may be modified as follows:

Homologated materials and castings for the cylinder heads must be used. Material for these parts may only be removed by machining.

The induction and exhaust system including the number of valves and or ports (intake and exhaust) must be as homologated.

Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.

The compression ratio is free.

The combustion chamber (shape) must remain as homologated.

Valves must remain as homologated.

Valve seats must remain as homologated. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorized.

Valve guides must remain as homologated. Modifications to the port area are allowed

Valve springs may be altered or replaced from those fitted to the homologated motorcycle. The material must remain as homologated.

Valve spring seats and retainers may be altered or replaced from those fitted to the homologated motorcycle. The material of the valve spring seat must remain as homologated.

Cotter valves may be altered or replaced from those fitted to the homologated motorcycle.

2.6.6.21 Camshaft

Camshafts may be altered or replaced from those fitted to the homologated motorcycle. Cam profile dimensions are free.

Material and method of drive must remain as homologated.

The type of cam chain or cam belt is free. The cam chain or cam belt tensioning device(s) may be modified or replaced.

2.6.6.22 Cam Sprockets

Cam sprockets or cam gears may be altered or replaced to allow the degreeing of the camshafts.

2.6.6.23 Crankshaft

No modifications are allowed (including polishing and lightening).

2.6.6.24 Oil Pumps and Oil Lines

No pump modifications are allowed.

Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

2.6.6.25 Connecting Rods

No modifications are allowed (including polishing and lightening).

2.6.6.26 Pistons

No modifications are allowed (including polishing and lightening).

2.6.6.27 Piston Rings

No modifications are allowed.

2.6.6.28 Piston Pins and Clips

No modifications are allowed.

2.6.6.29 Cylinders

No modifications are allowed.

2.6.6.30 Crankcase and all other Engine Cases (i.e. ignition case, clutch case.)

No modifications to the crankcases are allowed (including painting, polishing and lightening).

All lateral engine covers containing oil, must be protected by a second cover made from composite materials, type carbon or Kevlar®. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Lateral (side) covers may be altered, modified or replaced. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

Oil-pan (sump) may be altered or replaced.

2.6.6.31 Transmission/Gearbox

All transmission/gearbox ratios, shafts, shift drum and selector forks may be altered or replaced.

Primary gears (and ratio) must remain as homologated.

A quick shift system is authorised.

Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

2.6.6.32 Clutch

Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated

Aftermarket or modified clutches are permitted.

Back torque limiter ('slipper' clutch) is permitted.

2.6.6.33 Ignition/Engine Control System

The ignition/engine control system (ECU) may be modified or changed. The position and the size of the ignition/engine control unit may be changed (relocated).

2.6.6.34 Generator, Alternator, Electric Starter

The generator, starting system, electrical or manual including kick lever, pedal, starter crank gear and starter shaft may be altered or replaced from those fitted to the homologated motorcycle.

The electric starter must operate normally and always be able to start the engine during the event. The engine must keep running on its own power when the electric starter has stopped its procedure.

The voltage regulator (rectifier) may be changed

2.6.6.35 Exhaust System

Exhaust pipes, catalytic converters and silencers may be altered or replaced from those fitted to the homologated motorcycle.

The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat.

The noise limit for Formula EWC will be 107 dB/A (with a 3 dB/A tolerance after the race).

2.6.7 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle

A special 'one-way' valve can be fitted to the crankcase oil filler opening (to avoid any oil spillage).

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

Tachometer

Any type of lubrication, brake or suspension fluid may be used.

Any type of tubing (i.e. air, fuel, oil or water) may be used.

Any type of spark plug and plug cap may be used.

Any inner tube (if fitted) or inflation valves may be used.

Gaskets and gasket material.

Wheel balance weights may be discarded, changed or added to.

Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.

Fasteners (nuts, bolts, screws, etc.).

External surface finishes and decals on fairing and bodywork.

2.6.8 The following items MAY BE removed

The air injection control system (valve, solenoid, tubes) may be removed. The tubes connected to the cylinder head cover may be plugged.

Unused elements of the wiring harness

Instrument and instrument bracket and associated cables.

Tachometer.

Speedometer and associated wheel spacers.

Chain guard (as long as it is not incorporated in the rear fender).

Bolt on accessories on a rear sub frame (seat).

2.6.9 The Following Items MUST BE Removed

Turn signal indicators (when not incorporated in the fairing). The openings in the fairing must be covered by a suitable material.

Rear-view mirrors.

Horn.

License plate bracket.

Tool box.

Helmet hooks and luggage carrier hooks

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.6.10 The following items MUST BE altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

Throttle controls must be self closing when not held by the hand.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed circuit breather system. The oil breather line must be connected and discharge into the airbox.

Where breather or overflow pipes are fitted they must discharge via existing outlets into the airbox. The original closed system must be retained; no direct atmospheric emission is permitted.

Oil cooler must not be mounted on or above the rear mudguard.

2.6.11 Additional Equipment

Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, computers, recording equipment).

The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for laptiming, is allowed.

The addition of a GPS unit for positioning, laptiming and/or lapscoring purposes or legible messages via an on-board screen is allowed.

Telemetry is not allowed.

2.7 SUPERSTOCK TECHNICAL SPECIFICATIONS

Rules intended to limit changes to the homologated motorcycle in the interests of safety.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

The motorcycle must be homologated by the original manufacturer only. The model will be eligible for competition for a maximum period of 5 years.

As the name Superstock implies, the machines used are allowed limited modifications. Most modifications are only allowed for safety reasons.

All motorcycles require an FIM homologation (see Art. 2.9). All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless it is equipped as such on the homologated machine.

The appearance from both front, rear and the profile of the motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.7.1 Displacement capacities

| 4 cylinders | Over 600 cc up to 1000 cc | 4-stroke |
|-------------|---------------------------|----------|
| 3 cylinders | Over 750 cc up to 1000cc | 4-stroke |
| 2 cylinders | Over 850 cc up to 1200 cc | 4-stroke |

The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

2.7.2 Minimum Weights

The FIM decides the minimum weight value for a homologated model as sold to the public by determining its dry weight.

The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and main stand when fitted). To confirm the dry weight a minimum of three (3) motorcycles are weighed and compared. The result is rounded off to the nearest digit.

The minimum weight for motorcycles will be:-

- Dry weight minus 12 kg for races not taking place partly at night;
- Dry weight minus 9 kg for races taking place partly at night.

In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.

At any time of the event, the weight of the whole machine (including the tank) must not be less than the minimum weight with a 1 kg tolerance.

2.7.4 Carburation Instruments (Injection and throttle bodies)

Carburation instruments must remain as homologated (see also Art. 2.7.6.18). No modifications are allowed.

2.7.5 Fuel

All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 (see Art. 01.63 for full specification)

2.7.6 Machine Specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

2.7.6.1 Frame Body and Rear sub frame

Frame must remain as originally produced by the manufacturer for the homologated machine. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

Nothing can be added by welding or removed by machining from the frame body.

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).

All motorcycles must display the **manufacturers'** vehicle identification number on the frame body (chassis number).

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

Rear sub frame may be changed or altered, but the **type of** material must remain as homologated, **or of higher specific weight**.

Additional seat brackets may be added but none may be removed. Bolt-on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame body or sub frame is not allowed

2.7.6.2 Front Forks

Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.

Standard original internal parts of the forks may be modified.

After market damper kits or valves may be installed.

No aftermarket or prototype electronically-controlled suspension parts may be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it may not be homologated for FIM competitions.

The fork caps can be modified or changed to add spring preload/compression adjusters

Dust seals can be modified, changed or removed providing the fork remains totally oil-sealed.

Any quality and quantity of oil can be used in the front forks.

The height and position of the front fork in relation to the fork crowns is free.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.

Steering damper may be added or replaced with an after-market damper.

The steering damper cannot act as a steering lock limiting device.

2.7.6.3 Rear Fork (Swing arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).

Rear wheel stand positioning (support) brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.

For safety reasons, it is compulsory to use a chain guard made with rigid plastic material, fitted in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

2.7.6.4 Rear Suspension Unit

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

No aftermarket or prototype electronically-controlled suspension unit maybe used. If original electronic unit is used, it must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM competitions.

Rear suspension unit spring may be changed.

2.7.6.5 Wheels

Wheels must remain as originally produced by the manufacturer.

The speedometer drive may be removed and replaced with a spacer.

If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

No modifications of the wheel-axles or any fixing and mounting points for front brake caliper are authorised. **Internal and external spacers** may be modified. Modifications to the wheels to keep spacers in place are permitted.

Wheel diameter and rim width must remain as originally homologated.

2.7.6.6 Brakes

Brake discs may be altered or replaced from those fitted to the homologated motorcycle. The outside diameter and the ventilation system must remain as originally produced by the manufacturer for the homologated motorcycle. Internally ventilated discs are not allowed.

Brake disc carriers may be changed, but must retain the same off-set and same type of mounting to the wheels.

Replacement brake discs must be of ferrous materials.

Front brake discs can be made floating, using original rotors.

The front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

The air bleeder screw on the originally homologated calipers may be replaced.

The front brake master cylinder may be replaced.

The rear brake caliper bracket may be mounted 'fixed' on the swingarm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorized. The swingarm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a helicoil.

Front and rear hydraulic brake lines may be changed.

The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).

"Quick" (or "dry-brake") connectors in the brake lines are authorised.

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

Additional air scoops or ducts are not allowed.

2.7.6.7 Tyres

See Art. 2.3.6.

2.7.6.8 Handle Bars and Hand Controls

Handle bars may be replaced.

Handle bars and hand controls may be relocated.

Throttle assembly and associated cables may be modified or replaced.

Clutch and brake lever may be exchanged by an after-market model (see also Art. 2.3.4).

Switches can be changed but electric starter switch and engine stop switch must be located on the handle bars.

2.7.6.9 Foot Rest/Foot Controls

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original. Foot controls linkage may be modified. The original mounting points must remain.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8 mm solid spherical radius. (see Diagram A & C).

Non folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Steward has the right to refuse any plug not satisfying this safety aim.

2.7.6.10 Fairing / Body work

- a) Fairing and body work may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due the racing use (different pieces mix, attachment points, fairing bottom, etc). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed.
- b) Overall size and dimensions must be the same as the original part.
- c) Wind screen may be replaced with a duplicate of transparent material. The height of the windscreen is free, within a tolerance of +/- 15 mm regarding to the vertical distance from to the upper fork bridge.

- d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (h). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.
- e) The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.
- f) The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fibre composites and other exotic materials are forbidden. Particle grills or "wire-meshes" originally installed in the openings for the air ducts may be taken away. Any fixing point(s) for the front/rear wheel stand must be bolted to either.

the frame, engine block or rear fork (swingarm). No element of this support can exceed any part of the fairing. Only modifications made to the fairing in order to accept this element are allowed. The maximum clearance between this device and the fairing is 5 mm.

- g) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- h) The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This opening must remain closed in dry conditions and must be only opened in wet race conditions.
- Front mudguards may be replaced with a cosmetic duplicate of the original parts, material being free, and may be spaced upward for increased tyre clearance. This modification must guarantee absolute security ('Flexible' mounts by "dzeus" fasteners, clips, tie-raps, clamps, etc. are not permitted).
- Rear mudguard fixed on the swing arm can be modified or changed but the original profile must be respected.

2.7.6.11 Fuel Tank

Fuel tank filler caps may be altered or replaced from those fitted to the homologated motorcycle. The fuel tank filler cap can be replaced by two (maximum) valves of 'aviation' type for a quick fill type. The maximum diameter of the fillers may be 76 mm.

The fuel tank may be modified or constructed in aluminium in order to obtain a maximum capacity of 24 litres; however the original profile (when viewed from the side) must be based the homologated model.

The top part of the tank must be modified by adding a small, plate in order to assemble and fit the quick fillers.

Other refuelling systems are allowed providing they use a closed circuit system and are leak proof.

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.

The sides of the fuel tank may be covered by a protective part made of a composite material. These protectors must fit the shape of the fuel tank.

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

2.7.6.12 Seat

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear body work around the seat may be modified to a solo seat.

The appearance from both front rear and profile must conform to the homologated shape.

The seat/rear cowl replacement must allow for proper number display.

2.7.6.13 Wiring Harness and Tachometer (rpm gauge)

The original wire-loom may be modified or changed.

The original tachometer must be used.

The key lock may be relocated.

2.7.6.14 Battery

The size and type of battery must be as originally produced by the manufacturer for the homologated machine.

2.7.6.15 Radiator, cooling system and oil coolers

Additional radiators and/or oil coolers are not allowed.

Protective meshes can be added in front of the oil and/or water radiator(s).

The radiator tubes to and from the engine can be changed, but the system must be maintained, with its original tanks.

Radiator fan and wiring may be removed. Thermal switches, water temperature sensor and thermostat can be removed inside the cooling system.

2.7.6.16 Air Box

The air box must remain as originally produced by the manufacturer on the homologated machine but the air box drains must be sealed.

The air filter element may be modified or replaced.

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

2.7.6.18 Carburation instruments

No modifications are allowed.

The injectors must be standard units as on the homologated motorcycle.

Bell mouths must be as originally produced by the manufacturer for the homologated machine.

No modifications of fuel pump or pressure regulator are allowed.

2.7.6.19 Fuel Supply

Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

Quick connectors or dry break quick connectors may be used.

Fuel pressure regulator may be modified or changed

Fuel vent lines may be replaced.

Fuel filters may be added.

2.7.6.20 Cylinder Head

No modifications are allowed.

No material may be added or removed from the cylinder head.

The cylinder head gasket may be changed.

The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer for the homologated machine. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorized.

Valve spring shims are not allowed.

2.7.6.21 Camshaft

No modifications are allowed.

At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

The camshaft 'timing' (degreeing) may be modified.

2.7.6.22 Cam Sprockets

No dimensional modifications are allowed.

2.7.6.23 Crankshaft

No modifications are allowed (including polishing and lightening).

2.7.6.24 Oil Pumps and Oil Lines

No pump modifications are allowed.

Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

2.7.6.25 Connecting Rods

No modifications are allowed (including polishing and lightening).

2.7.6.26 Pistons

No modifications are allowed (including polishing and lightening).

2.7.6.27 Piston Rings

No modifications are allowed.

2.7.6.28 Piston Pins and Clips

No modifications are allowed.

2.7.6.29 Cylinders

No modifications are allowed.

2.7.6.30 Crankcase and all other Engine Cases (i.e. ignition case, clutch case, etc.)

No modifications to the crankcases are allowed (including painting, polishing and lightening).

All lateral engine covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar®. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Lateral (side) covers may be altered, modified or replaced. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

2.7.6.31 Transmission/Gearbox

An external quick-shift system on the gear selector (including cable and potentiometer) may be added.

Other modifications to gearbox or selector mechanism are not allowed.

Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

The sprocket cover can be modified or eliminated.

2.7.6.32 Clutch

Only the clutch springs and the discs (of which the number must remain as on the homologated model) may be changed.

2.7.6.33 Ignition/Engine Control System

The ignition control box (ECU) may be changed. However the location and the size of the ignition/engine control unit must be identical to the original, homologated unit.

2.7.6.34 Generator, alternator, electric starter

No modifications are allowed.

The electric starter must operate normally and always be able to start the engine during the event.

2.7.6.35 Exhaust System

Exhaust pipes, and silencers, may be altered or replaced. Catalytic converters must be removed.

The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

The noise limit for Superstock will be 107 dB/A (with a 3 dB/A tolerance after the race).

2.7.6.36 Fasteners

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but any intentional weight saving modifications are not allowed.

Fairing/body work fasteners may be changed to the quick disconnect type.

Aluminium fasteners may only be used in non-structural locations.

2.7.7 The following items MAY be altered or replaced from those fitted to the homologated motorcycle.

A special one way valve can be fitted to the crankcase oil filler opening (to avoid any oil spillage).

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

Any type of lubrication, brake or suspension fluid may be used.

Any type of spark plug.

Any inner tube (if fitted) or inflation valves may be used.

Gaskets and gasket materials (with the exception of cylinder base gasket).

Wheel balance weights may be discarded, changed or added to.

Instruments, instrument bracket(s) and associated cables,

Painted external surface finishes and decals.

Headlamp and rear lamp, only for races taking place partly at night.

Material for brackets connecting non original parts (fairing, exhaust, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

Protective covers for engine, frame, chain, footrests, etc. can be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

2.7.8 The Following Items MAY BE Removed

The air injection control system (valve, solenoid, tubes) may be removed. The tubes connected to the cylinder head cover may be plugged.

Headlamp, rear lamp, only for races not taking place partly at night.

Speedometer

Chain guard as long as it is not incorporated in the rear fender.

Bolt on accessories on a rear sub frame.

2.7.9 The Following Items MUST BE Removed

Turn signal indicators (when not incorporated in the fairing). The openings in the fairing must be covered by a suitable material.

Rear-view mirrors

Horn

License plate bracket

Tool box.

Helmet hooks and luggage carrier hooks

Passenger foot rests

Passenger grab rails

Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.7.10 The Following Items MUST BE Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

Throttle controls must be self closing when not held by the hand.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

2.7.11 Additional Equipment

Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, computers, recording equipment).

The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for laptiming, is allowed.

The addition of a GPS unit for positioning, laptiming and/or lapscoring purposes or legible messages via an on-board screen is allowed.

Telemetry is not allowed.

2.10 FUEL, OIL AND COOLANTS

All machines shall be fuelled with unleaded petrol, as this term is generally understood.

2.10.1 Physical properties for unleaded fuel

2.10.1.1 Unleaded petrol shall comply with the FIM specification.

2.10.1.2 Unleaded petrol (incl. E10) will comply with the FIM specification if:

It has the following characteristics:

| Property | Units | Min. | Max. | Test Method |
|------------------------|-------------------|--------|-------------------|--------------|
| RON | | 95.0 | 102.0 | EN ISO 5164 |
| MON | | 85.0 | 90.0 | EN ISO 5163 |
| Oxygen | % (m/m) | | 4.0 | EN 13132 |
| | | | | or 14517 |
| Nitrogen | % (m/m) | | 0.2 | ASTM D 4629 |
| Benzene | % (V/V) | | 1.0 | EN 238 |
| | | | | or EN 14517 |
| Vapour pressure (DVPE) | kPa | | 95.0 | EN 13016-1 |
| Lead | g/L | | 0.005 | EN 237 |
| | | | | or ICP-OES |
| Manganese | g/L | | 0.005 | ICP-OES |
| Density at 15°C | kg/m ³ | 720.0 | 775.0 | EN ISO 12185 |
| Oxidation stability | minutes | 360 | | EN ISO 7536 |
| Existent gum | mg/100 ml | | 5.0 | EN ISO 6246 |
| Sulphur | mg/kg | | 10.0 | EN ISO 20846 |
| | | | | or 20884 |
| Copper corrosion | rating | | class 1 | EN ISO 2160 |
| Distillation: | | | | |
| E at 70°C | % (V/V) | 22.0 | 50.0 | EN ISO 3405 |
| E at 100°C | % (V/V) | 46.0 | 71.0 | EN ISO 3405 |
| E at 150°C | % (V/V) | 75.0 | | EN ISO 3405 |
| Final Boiling Point | °C | | 210 | EN ISO 3405 |
| Residue | % (V/V) | | 2.0 | EN ISO 3405 |
| Appearance | Clear and | bright | Visual inspection | |
| Ethanol (*) | % (V/V) | | 10 | EN 13132 |
| | | | | or 14517 |
| Olefins | % (V/V) | | 18.0 | EN 14517 |
| | | | | or 15553 |
| Aromatics | % (V/V) | | 35.0 | EN 14517 |
| | | | | or 15553 |
| Total diolefins | % (m/m) | | 1.0 | GCMS/HPLC |

(*) Shall conform to EN 15376

Notes:

(1) GC/MS methods may also be applied to fully deconvolute the GC trace

- (2) The above maximum values for olefins and aromatics are corrected for fuel oxygenate content according to clause 13.2 of ASTM D 1319:1998.
- (b) The total of individual hydrocarbon components present at concentrations of less than 5% m/m shall constitute at least 30% m/m of the fuel. The test method will be gas chromatography and/or GC/MS.
- (c) The total concentration of naphthenes, olefins and aromatics classified by carbon number shall not exceed the values given in the following table:

| % (m/m) | C4 | C5 | C6 | C7 | C8 | C9+ |
|------------|----|----|-----|----|----|-----|
| Naphthenes | 0 | 5 | 10 | 10 | 10 | 10 |
| Olefins | 5 | 20 | 20 | 15 | 10 | 10 |
| Aromatics | - | - | 1.2 | 35 | 35 | 30 |

The total concentration of bicyclic naphthenes and bicyclic olefins may not be higher than 1% (m/m). The test method used will be gas chromatography.

(d) Only the following oxygenates are permitted:

methanol, ethanol, iso-propyl alcohol, iso-butyl alcohol, methyl tertiary butyl ether, ethyl tertiary butyl ether, tertiary amyl methyl ether, diisopropyl ether, n-propyl alcohol, tertiary-butyl alcohol, n-butyl alcohol, secondary-butyl alcohol

(e) Manganese is not permitted in concentrations above 0.005 g/l. For the present this is solely to cover possible minor contamination by other fuels. The fuel will contain no substance that is capable of an exothermic reaction in the absence of external oxygen.

Lead replacement petrols, although basically free of lead, are not an alternative to the use of unleaded petrol. Such petrols may contain unacceptable additives not consistent with the FIM Fuel Regulations.
| Property | Units | Min. | Max. | Test Method |
|------------------------|-----------|--------|---------|-----------------|
| RON | | 95.0 | 110 | EN ISO 5164 |
| MON | | 85.0 | 100 | EN ISO 5163 |
| Vapour pressure (DVPE) | kPa | 35.0 | 95.0 | EN 13016-1 |
| Lead | g/l | | 0.001 | ICP-OES |
| Manganese | g/l | | 0.001 | ICP-OES |
| Oxidation stability | Minutes | 360 | | EN ISO 7536 |
| Existent gum | mg/100 ml | | 5.0 | EN ISO 6246 |
| Sulphur | mg/kg | | 10.0 | EN ISO 20846 |
| - | | | | or 20884 |
| Copper corrosion | Rating | | Class 1 | EN ISO 2160 |
| Distillation: | | | | |
| Final Boiling Point | °C | | 210 | EN ISO 3405 |
| Residue | % (V/V) | | 2 | EN ISO 3405 |
| Appearance | Clear and | bright | Vis | sual inspection |
| Ethanol | % (V/V) | 75 | | EN 13132 |
| | . , | | | or 14517 |
| Higher | % (V/V) | | 2.0 | EN 13132 |
| alcohols (C3-C8) | . , | | | or 14517 |
| Methanol | % (V/V) | | 1.0 | EN 13132 |
| | . , | | | or 14517 |
| Ethers | % (V/V) | | 5.2 | EN 13132 |
| (5 or more C atoms) | . , | | | or 14517 |
| Unleaded petrol | % (V/V) | 14 | 25 | |
| as specified | . , | | | |
| in 2.10.1.2 | | | | |
| Water | % (V/V) | | 0.3 | EN 12937 |
| Inorganic chloride | mg/l | | 1 | EN 15484 |
| Acidity | % (m/m) | | 0.005 | EN 15491 |
| (as acetic acid) | (mg/l) | | (40) | |

2.10.1.3 When Ethanol E85 is used, it will comply with the FIM specification and will have the following characteristics:

2.10.3 Air

Only ambient air may be mixed with the fuel as an oxidant.

2.10.4 Primary Tests

2.10.4.1 The FIM may require tests of fuels to be administered before, or at the time of delivery to, an event at which such fuels are to be used.

2.10.4.2 The FIM may request any person or organisation, being a potential supplier of fuel, to submit a sample for testing for conformity with the fuel specifications.

2.10.5 Fuel Sampling and Testing

- 1) The Endurance Technical Director has the sole responsibility for the administration and supervision during the taking of fuel samples.
- Motorcycles selected for fuel controls will usually be amongst the first three finishers, and will be directed to the "parc fermé" and the fuel tanks removed for weight controls.
- Other finishers will be chosen at random for fuel controls. A Technical Steward will be posted at the entrance to the pit box of the selected team.

Fuel sampling may take place in the pit box or in the "parc fermé".

- 4) The fuel to be tested will be transferred into two bottles (2 samples of maximum 1ltr each), marked "A" and "B" and identified by reference to the machine from which the sample was taken. The bottles will be closed, sealed and labelled Endurance Technical Director.
- 5) Only new bottles will be used for the fuel samples and only new materials will be used to transfer the fuel.
- 6) The Fuel Sample Declaration form will be filled out immediately, containing all information as shown in the example sheet, including the riders and machines identity, date and place of fuel sampling. A responsible team member will sign this declaration, after verifying that all the information is correct.
- Sample "A" will be sent to the FIM appointed laboratory, accompanied by a copy of the Fuel Sample Declaration form. Costs for the analyses of sample "A" will be paid by FIM.
- 8) Sample "B" will be handed over to the FIM for safeguarding in case of protests and/or requirement of a counter-expertise by the FIM appointed laboratory. Costs for the analyses of sample "B" will be paid by the team concerned.

- 9) Both samples will be transported by an authorised courier.
- 10) The laboratory must deliver the results of the fuel sample analyses to the FIM, as soon as possible after receipt of the samples, and before the Friday evening of the following event.
- 11) In the case of non-conformity, the laboratory must notify, as soon as practical after receipt of the results, the FIM, the International Jury and the rider/team representative concerned.

Within 48 hours of the receipt of the notification of the results of the laboratory test of sample "A", the team must notify the FIM and the International Jury, if counter-expertise is required (or not required) for sample "B".

Failure of the sample to correspond to the FIM fuel specifications will automatically result in the disqualification of the competitor. The result of the competitor's fuel sample analysis ("A" or "B" sample) more favourable to the competitor will be taken into account.

2.10.6 Fuel Storage

When the fuel is supplied by the Organiser, there must be officially designated and controlled fuel storage areas. Outside these areas, fuel may only be stored in metal containers.

A maximum of 60 litres of fuel stored in a sealable can, is allowed in the competitor's pit. A quick-fill installation (i.e. fuel tower) for refuelling is allowed.

The officially designated storage and supply area must be in conformity with the building criteria. Fire fighting equipment, protective devices and staff must conform to the requirements imposed by the local authorities and by-laws.

The organiser must have fire extinguishers of a size and type approved by the local by-laws, available to each competitor in the pit area.

2.10.7 Coolants

The only liquid engine coolants permitted other than lubricating oil shall be water or water mixed with ethyl alcohol.

2.11 PROTECTIVE CLOTHING AND HELMETS

- **2.11.1** Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips etc.
- **2.11.2** Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.
- **2.11.3** Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.
- **2.11.4** Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.
- **2.11.5** Use of a back protector is highly recommended.
- **2.11.6** Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.
- **2.11.7** Helmets must be of the full face type and conform to one of the recognised international standards:
 - Europe ECE 22-05 'P'
 - Japan JIS T 8133 : 2000
 - USA SNELL M 2005
- **2.11.7** Visors must be made of a shatterproof material.
- 2.11.8 Disposable "tear-offs" are permitted.
- **2.11.9** Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Endurance Technical Director/Chief Technical Steward, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

2.12 PROCEDURES FOR TECHNICAL CONTROL

The team is at all times responsible for its own machine.

2.12.1 The Chief Technical Steward must be in attendance for an event at least 1 hour before the technical verifications are due to begin. He must inform the Clerk of the Course, the Jury President and the Endurance Technical Director of his arrival.

- **2.12.2** The Chief Technical Steward must ensure that all Technical Stewards, appointed for the event, carry out their duties in a proper manner.
- **2.12.3** The Chief Technical Steward shall appoint the Technical Stewards to individual posts for the race, practices and final control.
- **2.12.4** Technical inspections will only be carried out when the technical specification form of the motorcycle has been distributed by the Organiser (before/during the preliminary controls).
- **2.12.5** One rider, or his mechanic, must be present with the machine for Technical control within the time limits stated in the Supplementary Regulations. The maximum number of persons present at the technical verification will be the rider, plus two others. In addition, the Team Manager will also be allowed.
- **2.12.6** The Endurance Technical Director/Chief Technical Steward must inform the International Jury of the results of the Technical control. The Endurance Technical Director/Chief Technical Steward will then draw up a list of accepted machines and submit this list to the Clerk of the Course.
- **2.12.7** The Endurance Technical Director/Chief Technical Steward has the right to inspect any part of the motorcycle at any time of the event.
- **2.12.8** Any rider failing to report as required below may be disqualified from the meeting. The International Jury may forbid, any team who does not comply with the rules, or any rider who can be a danger to other participants or to spectators, to take part in the practice sessions or in the races.
- **2.12.9** The Technical control must be carried out in accordance with the procedure and times fixed in the Supplementary Regulations of the event.
- 2.12.10 The Endurance Technical Director/Chief Technical Steward will refuse any machine that does not have a correctly-positioned positive transponder attachment. The transponder must be fixed to the motorcycle in the position and orientation as shown in the Timekeeping information given to teams pre-season and available at each event. Positive attachment of the transponder bracket consists of a minimum of tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a tie-wrap.

- **2.12.11** The rider or mechanic must present a clean motorcycle and in conformity to the FIM rules. He must also present a duly filled in and confirmed technical card.
- **2.12.12** An overall inspection of the motorcycle must be carried out in conformity with the FIM rules. Accepted motorcycles will be marked with paint or a sticker.

Endurance Technical Director/Chief Technical Steward has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.

- **2.12.13** The rider is permitted to use whichever motorcycle he chooses from the accepted motorcycles.
- **2.12.14** Before each practice the Technical Steward must confirm that the motorcycle has passed the Technical control by checking the Technical control sticker before the motorcycles go on the track.
- **2.12.15** Only accepted motorcycles may be used in a race and practice. A change of motorcycle is accepted in accordance with the prescriptions of the sporting appendix.
- **2.12.16** All machines must be controlled before they are placed in the closed park area. Only one (1) motorcycle per team qualified for the race is accepted in the closed park area.
- **2.12.17** Approximately 30 minutes after the Technical control has been completed, the Endurance Technical Director/Chief Technical Steward must submit to the International Jury list of accepted motorcycles and riders in the individual classes.
- **2.12.18** If a motorcycle is involved in an accident, the Endurance Technical Director/Chief Technical Steward must check the machine, together with the helmet and clothing of the rider involved, to ensure that no defect of a serious nature has occurred.

If a machine was stopped with a black flag with orange disc, the Endurance Technical Director/Chief Technical Steward must check the machine.

In both cases, it is the responsibility of the team to present the machine (together with helmet and clothing of the fallen rider) for this re-examination in case they wish to continue.

If the helmet is clearly defective, the Chief Technical Steward must retain this helmet. The Organiser must send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.

- 2.12.19 The rider must present his equipment. The helmet must be marked. Permanent teams may present their equipment for Technical control in their team's pit box.
- 2.12.20 The team may present several motorcycles for the Technical control.
- 2.12.21 Noise should be checked by random choice during practice as well as after the race. On request of rider, team or mechanic, noise of their own motorcycles can be checked at any time during the event.
- **2.12.22** Weight should be checked by random choice during practices as well as after the race.

The random weight check during practices will be held with minimum disturbance to the riders. The weight scales will be placed in the pitlane. The actual place is decided by the Endurance Technical Director/Chief Technical Steward.

On request of rider, team or mechanic, weight and noise of their own motorcycles can be checked at any time during the event.

2.13 VERIFICATION GUIDELINES FOR TECHNICAL STEWARDS

2.13.1 Verification

- Make sure all necessary measures and administrative equipment are in place at least 1 hour before the Technical control (see separate list) is due to open (time mentioned in the Supplementary Regulations).
- Decide who is doing what and note decisions. "Efficiency" must be the watchword. Always keep cheerful and remember the reasons for Technical controls: SAFETY AND FAIRNESS.
- Be well informed. Make sure your FMN has supplied you with all technical "updates" that may have been issued subsequent to the printing of the Technical Regulations. Copies of all homologation documents must be in your possession.

- Inspection must take place under cover with a large enough area (min. surface 100 sq. metres).
- Weighing apparatus must be accurate and practical. The scale must be certified in the current year.
- Rules regarding noise level and measurement must be respected.

All machines will be required for weight and/or noise check at the pre-race technical inspection.

The scales and noise meter will be available to the teams or riders for pre-race checking in the technical Technical control area.

Noise test must take place in a clear area adjacent to the Technical control at least 5 metres from any possible noise reflecting obstruction.

The riders and teams must be aware that the weight and noise will be controlled at random during practice in the pit-lane, at the end of dry Superpole and at the end of each race.

Claiming that the noise and weight were not officially controlled before the race will not be grounds for appeal. Conformity of the rules is the responsibility of the rider and the team (or the participants).

The Endurance Technical Director/Chief Technical Steward reserve the right to spot check the weight and noise of any machines on pit row during free practice and official practice. This can occur at any time during the free practice and in the first forty minutes of any official (timed) practice. This will be carried out with the least possible inconvenience to the rider or the team.

Machines arriving later than the first free practice must be controlled in the technical control area.

At the conclusion of the inspections, a small sticker or coloured mark will be placed on the frame indicating that the machine had passed inspection

The Endurance Technical Director/Chief Technical Steward must re-inspect any machine that has been involved in an accident.

The Technical Stewards must be available, based on instructions from the Endurance Technical Director/Chief Technical Steward, to re-inspect any motorcycle for compliance during the meeting.

2.13.2 Preparations, procedures

At each circuit, an area must be designated as the Technical control Area. In this area, under the control of the Endurance Technical Director/Chief Technical Steward, suitable equipment will be available to conduct proper inspections.

The Technical control will be carried out in accordance with the schedule set out in the Supplementary Regulations.

Technical Stewards must be available throughout the entire event to check motorcycles and equipment as required by the Endurance Technical Director/Chief Technical Steward.

Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations.

The Technical Stewards must inspect the motorcycles for obvious safety omissions.

The Technical Stewards must inspect that the motorcycle conforms to all technical rules laid out in the Regulations.

During the technical inspection in the closed park the mechanics must assist with the inspections. A maximum of four (4) team members per rider is allowed in the closed park during the post-race technical inspection. Downloading of data is allowed in the closed park.

Representatives of the tyre manufacturers are allowed in the closed park.

Practice

- Dry Practice

Every machine used in free or official practice may be checked.

The minimum checks are weight and noise. The Endurance Technical Director/Chief Technical Steward may request other checks.

Wet practice

The Endurance Technical Director/Chief Technical Steward may perform certain checks during/after a wet pracice.

Final inspection at the end of the race

Machines may be checked at least for the following compliance points:

- Weight: The weight will be checked in the condition that the machine has finished the race. No elements can be added to the machine, neither fuel, oil, water nor tyres.
- Noise: compliance with max noise limit
- Carburettors/throttle bodies + injectors:

Measurement and inspection of both inlet and outlet tract and injection I homologation points

 Engine: Engine(s), chosen at random, may be checked internally for capacity and compliance with Art. 2.6 (Formula EWC) and Art. 2.7 (Superstock).

The Endurance Technical Director/Chief Technical Steward may require a team to provide parts or samples, as he may deem necessary to confirm compliance with the rules.

Appointment and attendance

The Technical Stewards must be present and available during all the opening hours of the Technical control area. Endurance Technical Director/Chief Technical Steward will instruct the Technical Stewards to verify motorcycles for compliance with technical and safety rules.

Administration day/ Technical control:

For all contracted teams

min. 6 persons

Tasks: Inspection of machine safety, clothing and helmets (NOISE AND WEIGHT CONTROL)

For all non-contracted teams: min. 3 persons The inspection will take place in the technical Technical control area

Task: Inspection machine safety, clothing and helmets (NOISE AND WEIGHT CONTROL)

Administration tasks:

min. 1 person

a) Thursday/Friday:

Technical control: free practice, qualifying and official qualifying sessions

| Task: Inspection of machine safety: Noise and Weight: | 12 persons |
|--|------------|
| Inspection of crashed machines and Technical controls | 2 persons |
| Administration tasks: | 1 person |
| b) Saturday/Sunday: Technical control during race day | |
| Before race: safety checks on start grid: | 4 persons |
| <u>After race</u> : Technical control noise weight and carburation instruments | 8 persons |
| Displacement checks | 2 persons |
| Administration | 1 person |

NOTE: This is the required minimum of Technical Stewards. The number may of course be higher.

All final verification points to be decided in co-operation with the International Jury President and the Endurance Technical Director/Chief Technical Steward. Post-race checks are under extreme pressure. It is important to be very well organised.

Chief Technical Steward must report to the Jury after the verifications.

Minimum Equipment list

- Revolution meter
- Sound meter and calibrator
- Slide caliper
- Depth gauge
- Steel measuring tape
- Seals
- Weighing apparatus (scales) with calibration weights
- Tools for measuring engine capacity
- Tools for measuring valve lift
- Weighing apparatus for investigation of valve weights
- Colour for marking parts
- Magnet for materials testing
- Computer to read homologation CD-Rom

Documents list

- Regulations of the CURRENT YEAR
- Supplementary Regulations
- Homologation documents
- CD-Rom with homologations
- Technical control forms
- Writing materials

OFFICIAL FIM SPECIFICATION DECLARATION

All sections must be completed by the Technical Steward in the presence of the rider or rider's representative.

Particulars of the Event :

| Title of the event : | IMN N° : |
|----------------------|---------------------|
| Place : | Date of the event : |

| Team (name) : | Représented by : |
|--------------------|------------------|
| Nationality : | Date : |
| Teams Licence N° : | Signature : |

| Section 1 | 1 st Machine | 2 nd Machine |
|--|-------------------------|-------------------------|
| (1 FMN Senior Technical Steward + 1 Assistant) | | |
| Administration | | |
| Equipment and protective clothing | | |
| Helmet (Standard + No.) | | |
| Machine (Make + Type) | | |
| Bore and Stroke | | |
| Frame No. | | |
| Section 2 | | |
| (1 FMN Senior Technical Steward + 1 Assistant) | | |
| Noise dB/A | | |
| Ignition cut-out alternator | | |
| Section 3 | | |
| (1 FMN Senior Technical Steward + 1 Assistant) | | |
| Fire retardant material | | |
| Weight | | |
| Fuel tank with fix points | | |
| Oil catch tank | | |
| Breather system (4-stroke) | | |
| Section 4 | | |
| (1 FMN Senior Technical Steward + 1 Assistant) | | |
| Brakes/Tyres | | |
| Bearing (Wheels, steering unit) | | |
| Number + Plates | | |
| Fairing | | |
| Throttle control | | |
| Oil drain/Filler plugs, etc. wired | | |
| Ground clearance | | |

OFFICIAL FIM SPECIFICATION DECLARATION

(Sections V and VI apply to Formula EWC and Superstock machines only)

| Section 5 – Homologation | 1 st Machine | 2 nd Machine |
|--|-------------------------|-------------------------|
| (2 FMN Senior Technical Stewards) | | |
| Original material type: Cylinder(s) | | |
| Cylinder head(s), Crankcase, | | |
| Gearbox shell and | | |
| Fuel tank | | |
| Clutch wet/dry | | |
| Induction and exhaust system | | |
| Number of valves and/or ports | | |
| Fuel injection, manifold type | | |
| (only if homologated). | | |
| Frame, front forks, rear swing arm | | |
| and linkage | | |
| Streamlining, fairing, rear parts, mudguards | | |
| Section 6 | | |
| (2 FMN Senior Technical Stewards) | | |
| Carburettor/Injector choke size | | |
| Breather system | | |

Comments:

Name of Technical Steward:

International Official's Licence N°:

Acceptance of a machine for competition does not preclude the possibility of further post-race control to ensure compliance with the competition Technical rules.

Acceptance stamp of Technical Steward

I hereby declare that the information given above is accurate in every respect

| Signature: | Rider's signature: | |
|------------|--------------------|--|
| | | |

2.14 NOISE CONTROL

Noise limits in force

Noise will be controlled to:

Max. 107 dB/A measured at a mean piston speed of 11 m/sec. The fixed RPM specified in Art. 2.12.6 may be used.

With the microphone placed at 50 cm from the exhaust pipe at an 2.14.1 angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

2142 During a noise test, machines not equipped with a gear box neutral must be placed on a stand.

2 14 3 The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.

2.14.4 The rider shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.

2.14.5 The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

N =
$$\frac{30,000 \text{ x cm}}{\text{I}}$$

in which

= prescribed RPM of engine

N cm = fixed mean piston speed in m/s

1 = stroke in mm

Noise control

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted, is calculated at 11 m/sec.

| | 2 cylinders | 3 cylinders | 4 cylinders |
|--------------|-------------|-------------|-------------|
| Up to 750 cc | 5,500 RPM | 6,000 RPM | 7,000 RPM |
| Over 750 cc | 5,000 RPM | 5,000 RPM | 5,500 RPM |

2.14.7 The noise level for engines with more than one cylinder will be measured on each exhaust end.

2.14.8 A machine which does not comply with the noise limits may be presented several times at pre-race control.

2.14.9 The surrounding noise should not exceed 90 dB/A within a 5 metres radius from the power source during tests.

2.14.10 Apparatus for noise control must be to international standard IEC 651, Type 1 or Type 2.

The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.

2.14.11 The "slow response" setting must always be used.

2.14.12 Due to the influence of temperature on noise tests, all figures are correct at 20° C. For tests taken at temperatures below 10° C there will be a + 1 dB/A tolerance and for tests below 0° C, a + 2 dB/A tolerance.

2.14.13 Noise control after the competition

In a competition which requires a final examination of machines before the results are announced, this examination must include a noise control measurement of at least the first three machines listed in the final classification of each class and/or category. At this final test, there will be a 3 dB/A tolerance.

2.14.14 Noise control during a competition

In a competition which requires noise control tests during the event, machines must comply with the noise limits without the tolerance in Art. 2.14.

2.15 GUIDELINES FOR USE OF SOUND LEVEL METERS

2.15.1 The Noise Control Officer (NCO) must arrive in sufficient time for discussions with the Technical director and other Technical Stewards in order that a suitable test site and testing policy can be agreed.

2.15.2 Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.

2.15.3 Before testing, the NCO should if possible liaise with a maximum of two holders of FIM Sponsor's or Manufacturer's licences, or team managers, who have noise test equipment including calibrators, in order to agree the accuracy of the official sound level meter.

2.15.4 Tests should not take place in rain or excessively damp conditions. Machines considered excessively noisy must be individually tested if conditions allow.

2.15.5 In other than moderate wind, machines should face forward in the wind direction. (Mechanical noise will blow forward, away from microphone).

- 2.15.6 'Slow' meter response must be used.
- 2.15.7 'A' weighted setting on sound level meter.
- 2.15.8 Always round down meter reading, that is: 107.9 dB/A = 107 dB/A.

2.15.9 Correction

| Type 1 meter : | deduct 1 dB/A |
|----------------|---------------|
| Type 2 meter : | deduct 2 dB/A |

2.15.10 Ambient temperature

| Below | 10° | Celsius: | deduct 1 dB/A | ١ |
|-------|-----|-----------|---------------|---|
| Below | 0° | Celsius : | deduct 2 dB/A | ٩ |

All tolerances are accumulative. Action and decisions will be taken after discussions with the Endurance Technical Director/Chief Technical Steward.

3. DISCIPLINARY AND ARBITRATION CODE

The regulations will be defined by the "FIM DISCIPLINARY AND ARBITRATION CODE".

4. CIRCUIT STANDARDS

Circuit standards will be defined by the "FIM STANDARDS FOR ROAD RACING CIRCUITS" (SRRC).

5. MEDICAL CODE

The regulations will be defined by the "FIM MEDICAL CODE".

ANTI-DOPING CODE

The regulations will be defined by the "FIM ANTI-DOPING CODE".



FIM ROAD RACING ENDURANCE WORLD CHAMPIONSHIP

| | - | | | |
|--|-----------------------------|---|---|--|
| FUEL SAMPLES TAKEN ON / FOR LABORATORY ANALYSIS | | | | |
| | | Sample Can "A" | | |
| RACE N°: | | Can Label N° | Can Seal N° | |
| | | Sample (| Can "B" | |
| TEAM: | | Can Label N° | Can Seal N° | |
| MOTORCYCLE MAKE: | | | | |
| TEAM: | | | | |
| The above listed details reference motorcycle specified after the 60 minutes pending any protest | to fuel s race wh st. | amples taken from t hilst in the Check A | he fuel tank of the rea for a period of | |
| Sample "A" will go to the laboratory appointed by the FIM for analysis. Sample "B" will be safeguarded by the FIM in case a counter-expertise is required. | | | | |
| As a responsible member of the team named on this sheet, I, | | | | |
| (print name): | | | | |
| have controlled the serial numbers of can seals and serial numbers of can labels and hereby certify the accuracy of the listed information. | | | | |
| | | | | |
| Time: | | | | |
| | | (Signature) |) | |
| Position in team: | | | | |
| | | (OWNER/MANAGER/M | ECHANIC) | |

2009 HOMOLOGATION RULES

2.9 FIM HOMOLOGATION PROCEDURE FOR FORMULA EWC AND SUPERSTOCK MOTORCYCLES

Homologation is the official assessment made by the FIM for a particular model of motorcycle of which a sufficient number of series production motorcycles have been built and put on sale to the public to justify classification in the relevant Sport Production class.

2.9.1 REQUIREMENTS FOR AN FIM HOMOLOGATION

Application

Any manufacturer of mass production motorcycles may apply for an FIM homologation of one or more of his models in order to qualify for competing in the Road Racing Endurance World Championship and the Endurance World Cup as long as the model belongs to one of these classes.

Eligibility requirements

- Motorcycles must have a valid international homologation for road use or a national homologation for road use obtained in one of the signatory countries of the 1968 Vienna Convention.
- The motorcycles must represent machines of mass production.
- The motorcycles must be of current production.
- The motorcycles are to be sold for every day use.
- At the time of the FIM inspection for homologation, the motorcycles must be completely equipped with all road-using equipment, e.g. full lighting equipment.
- Only the original manufacturer may present the motorcycle for homologation.
- The manufacturer must be a holder of an FIM licence for manufacturers.
- If the motorcycle is presented with an engine from a motorcycle manufacturer different from the manufacturer requesting the homologation, a permission or commercial agreement must be presented at the time of the homologation request.
- The motorcycle must have a manufacturer's certificate of origin.

N.B. If, for marketing reasons or legal requirements, another type of carburation instrument is fitted to the model in a particular geographical area, this instrument must be replaced for competition by the homologated carburation instrument.

2.9.2 MINIMUM PRODUCTION QUANTITIES AND MARKET AVAILABILITY

The minimum required production quantities consist of units with identical equipment intended for sale to customers.

Evidence of production quantities must be certified by the manufacturer's auditing firm and/or any other institution which may provide reliable documentation. This certificate must be written in English or French and the model/type must be specified.

Market availability and sale to the public may be demonstrated by waybills, bills of lading and/or any other import, export or customs documents duly certified by the relevant authority.

2.9.2.1 FIRST TIME APPLICATION FOR HOMOLOGATION

A manufacturer requesting a homologation for the very first time in its existence must follow the procedure below.

- The manufacturer must have produced at least a quantity of 125 motorcycles prior to the homologation inspection. The motorcycle must be on sale to the public at that time.
- The minimum quantity of 500 units must be reached by the end of September of the current year.
- The minimum quantity of 1000 units must be reached by the end of December of the current year.
- From 2010 onwards the minimum quantity will be 3000 units.
- All motorcycles must be identical to the model to be homologated with the same specifications.
- Proof of production quantities must be provided by certified documentation as stated in Article 2.9.2.
- The FIM will withdraw the homologation if these rules are not respected.

2.9.2.2 SUBSEQUENT HOMOLOGATIONS

A manufacturer who has previously homologated a motorcycle and is requesting a homologation must follow the procedure below:

- The manufacturer must have produced at least a quantity of 250 motorcycles prior to the homologation inspection. The motorcycle must be on sale to the public at that time.
- The minimum quantity of 1000 units must be reached by the end of June of the current year.
- From 2010 onwards the minimum quantity will be 3000 units.

- All motorcycles must be identical to the model to be homologated and with the same specifications.
- Proof of production quantities must be provided by certified documentation as stated in Article 2.9.2.
- The FIM will withdraw the homologation if these rules are not respected.

2.9.5 CALENDAR FOR APPLICATIONS, SUBMISSIONS & PUBLICATIONS

- A homologation inspection is a complete verification and check of all drawings of the corresponding parts, as well as the documentation for the necessary minimum quantities. These checks will be carried out by the FIM.
- The deadline for receiving requests for homologation at the FIM CCR Secretariat is <u>60</u> days before the homologation inspection is to take place.
- A newly homologated motorcycle model may race in the FIM Championship event, thirty <u>30</u> days following the inspection for homologation, provided that the homologation was granted.
- Motorcycles homologated by January 31st may be used in the first race of the season, even if the event is less than <u>30</u> days following the inspection, provided that a homologation was granted.
- At the latest four (4) weeks before the inspection for a homologation by the FIM, Manufacturers are required to send by e-mail the completed and signed <u>Homologation forms 1, 2 and 3</u>, together with all related documentation and drawings to the FIM CCR Secretariat (with the exception of workshop manuals, that can be delivered when they are released to the importers). Missing or incomplete documents and/or drawings will postpone the homologation inspection until a full corrected set is available. The documents and drawings have to be sent in paper and in electronic form (*.pdf, *.jpg, *.doc, *.txt to ccr@fim.ch and cti@fim.ch)
- At the latest 3 days before the date of the inspection, Manufacturers must ensure that the parts requested by FIM are received at the indicated place which will be in a European country.
- At the latest within 3 days before the date of the inspection by the FIM, Manufacturers are required to send to the FIM by e-mail, proof of production quantities of the first lot of motorcycles, according to Art. 2.9.2.
- If the inspection fails, the homologation is postponed until the established shortcomings have been resolved and at least for one (1) month.
- The homologation forms will be studied by the CCR Technical Members and the FIM CTI Secretariat, to confirm that they are complete and correct prior to granting the homologation.

- The manufacturer shall at all times be responsible for completing the homologation documents with the correct information. All dimensions must be given according to the metric system, excluding wheel dimensions, and with the required tolerances.
- The manufacturer is entitled to request a notice in order to know whether the documents and drawings submitted by him are formally correct, two (2) weeks before the homologation inspection date,
- At the latest within fifteen (15) days after having successfully passed the homologation inspection, an updated list of the valid homologations is published, including the new homologation.
- Within 21 days of the homologation inspection date, copies of the 1, 2 & 3 homologation forms and drawings will be available on the FIM website.

2.9.6 HOMOLOGATION APPLICATION, INSPECTION AND CONTROL

- Only the original manufacturer may submit a request to the FIM CCR Secretariat for the homologation of a motorcycle.
- In case of failing the inspection, the original manufacturer may apply for a new homologation, to a maximum of two (2) times within the same year, in each racing class.
- The inspection of **the motorcycle** and the parts consigned by the manufacturer for homologation will be carried out according to the information requested on the forms produced by the FIM (Homologation Forms 1, 2 and 3).
- The manufacturer must consign to the FIM the following parts:
 - Complete engine, including carburation instruments
 - Main frame
 - Swing arm and wheel spindles
 - Suspension linkages
 - Front fork crowns

These parts will be checked in presence of manufacturer's representatives.

- The inspector/s must satisfy himself/themselves that the statements made on the production certificate (Form 2) are correct.
- At the end of the parts and documents inspection, the inspector/s will sign the completed certificate of homologation. These signed homologation forms indicate that the manufacturer complies with the specifications mentioned on the homologation forms.

- The FIM may check motorcycles of the homologated model chosen **at the manufacturer**, or from dealerships' or importers' showrooms. The motorcycles must be in conformity with the homologated model. The expenses for the disassembling of maximum two (2) units will be borne by the manufacturer.
- In case of not achieved minimum production numbers in the prescribed time-limit, all the points counting towards the Manufacturers' Championship in the current year will be withdrawn and further penalties may also be imposed.
- Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 5 years, or until such time that the homologated motorcycle no longer complies with the technical rules.
- The Manufacturer of the homologated model can request an extension of a homologation before the end of the 5 year homologation period. The FIM may grant an extension of the homologation period for an additional 2 years. The fee for this extension of the homologation period will be double the normal fee.
- A homologation or an extension of the homologation will be granted only if the fee has been paid.

2.9.7 PARTS AND PRODUCT UPDATE

Any change in the specifications of the following parts of a FIM homologated motorcycle will require a new homologation of the model:

- Crankcase
- Cylinder
- Cylinder head
- Crankshaft, connecting rods
- Camshafts, valves
- Carburation instruments
- Frame: main dimensions [in relation to wheelbase, caster, steering head angle, relative location of the swing-arm, relative location of rear shock absorber(s) and linkages]
- New range of engine prefix numbers
- New range of frame prefix numbers

2.9.8 HOMOLOGATION OF PARTS AND PRODUCT UPDATE

- Product updates on parts other than those stated in Article 2.9.7, such as the fairing or wheels require a homologation update.
- The manufacturer must send a notice to the FIM CCR Secretariat requesting for a homologation update not later than <u>30</u> days before the first race in which the model containing new parts will compete.

- With the formal notice, the manufacturer is required to send the Homologation forms 1, 2 and 3, together with all related documentation about the parts and product update (the drawings of the old and new products/parts, etc.) including a statement with the VIN-Number pertinent to the updated parts and product, to the FIM CCR Secretariat, both in paper and electronic form.
- At the latest within one (1) week before the homologation inspection by the FIM, Manufacturers must ensure that the parts requested by the FIM are received at the indicated place which will be in a European state.
- Only motorcycles that have higher VIN numbers than those stated by the manufacturer are allowed to race using the new updated parts.

• The FIM will charge half of the homologation fee for a homologation update. The FIM will withdraw the homologation if these rules are not respected.

ROAD/ROUTE



Α

6

SPORTS PRODUCTION



С

ROAD/ROUTE



С

NUMBERS/NUMEROS



Futura Heavy 0123456789

Futura Heavy Italicy 0123456789

Univers Bold **0 1 2 3 4 5 6 7 8 9**

Univers Bold Italic
0123456789

Oliver Med.

0 | 2 3 4 5 6 7 8 9

Oliver Med. Italic 0123456789

Franklin Gothic 0123456789

Franklin Gothic Italic 0123456789

TEN FITTING TESTS FOR HELMETS DIX TESTS D'ADAPTATION POUR LES CASQUES

- 1. Obtain correct size by measuring the crown of the head Avoir la bonne grandeur en mesurant le sommet de la tête
- Check there is no side to side movement Vérifier qu'il n'y ait pas de déplacement d'un côté à l'autre
- 3. *Tighten strap securely* Serrer solidement la jugulaire
- 4. With head forward, attempt to pull up back of helmet to ensure helmet cannot be removed this way Tête en avant, essayer de soulever le casque pour s'assurer qu'il ne peut pas être enlevé de cette façon



- 5. Check ability to see clearly over shoulder Vérifier si vous pouvez voir clairement par-dessus l'épaule
- Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth S'assurer que rien ne gêne votre respiration dans le casque et ne jamais couvrir le nez ou la bouche
- 7. Never wind scarf around neck so that air is stopped from entering the helmet. Never wear scarf under the retention strap Ne jamais enrouler une écharpe autour du cou, car cela empêche l'air d'entrer dans le casque. Ne jamais porter d'écharpe sous la jugulaire
- 8. Ensure that visor can be opened with one gloved hand S'assurer que la visière peut être ouverte avec une main gantée
- Satisfy yourself that the back of your helmet is designed to protect your neck
 S'assurer que l'arrière de votre casque a une forme telle qu'il vous protège la nuque
- 10. Always buy the best you can afford Toujours acheter le meilleur que vous pouvez vous offrir

INTERNATIONAL HELMETS STANDARDS NORMES INTERNATIONALES DES CASQUES

ECE 22 - 05 "P" (EUROPE)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.



E1 for Germany, E2 for France, E3 for Italy, E4 for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czeck Republic, E9 for Spain, E10 for Yugoslavia, E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (- vacant), E16 for Norway, E17 for Finland, E18 for Denmark, E19 for Roumania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Bielo Russia, E29 for Estonia, E30 (- vacant), E31 for Bosnia and Herzegovina, E32 for Letonie, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (- vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 New Zealand.

> Below the letter **E**, the **approval** number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).



(JAPAN) JIS T 8133 : 2000 (Label affixed inside the helmet).



(USA) M2005 (Label affixed inside the helmet).

For more details consult the F.I.M. Technical Rulebook